

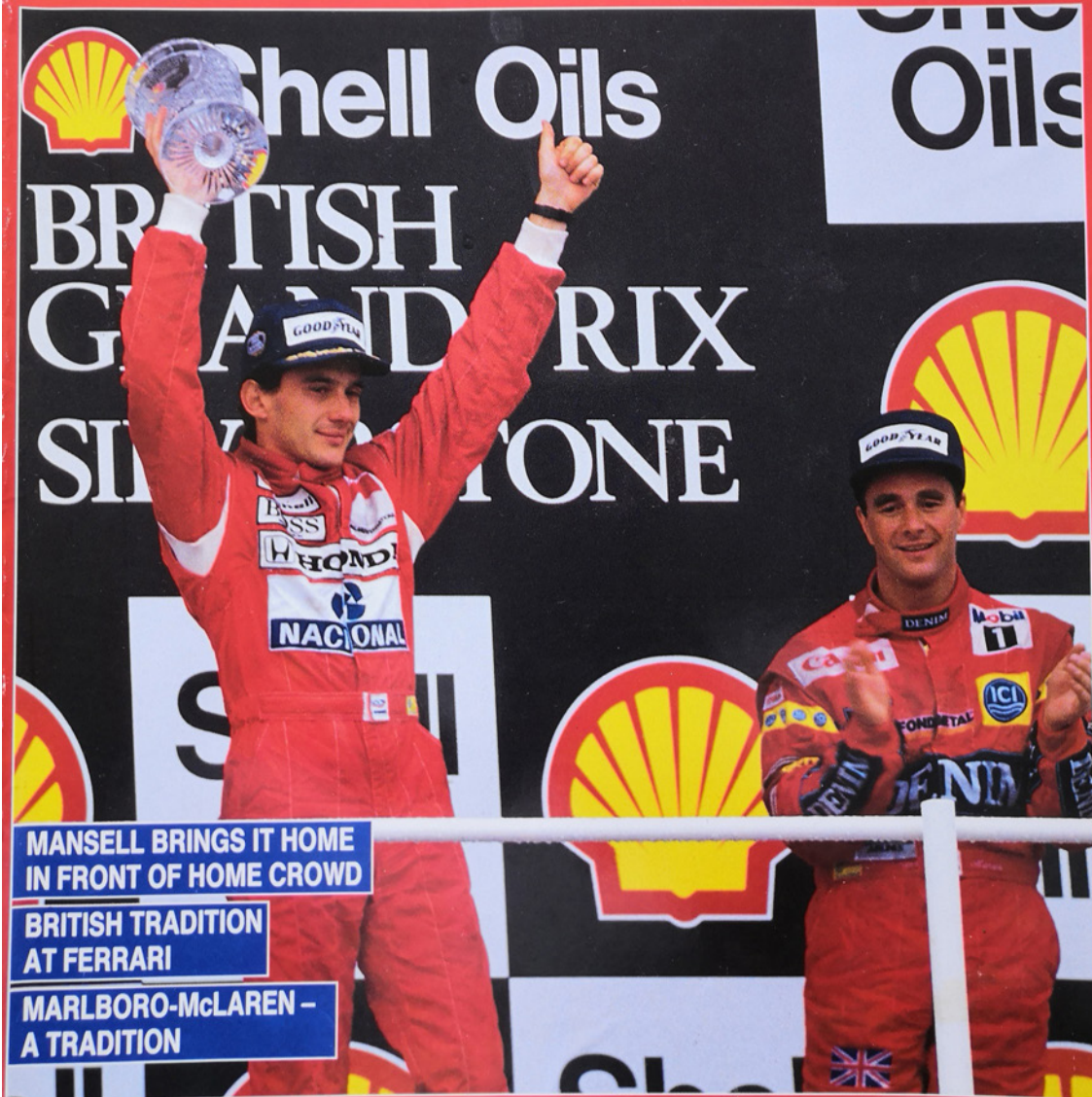
PRIX EDITIONS

£2.50 U.K.
\$6.00 AUSTRALIA
\$7.75 N.Z. (INC. GST)
\$5.00 U.S.A.
\$5.00 CANADA

REGISTERED BY AUSTRALIAN POST
PUBLICATION NO. SBQ 1531

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C O N T E N T S

Worlds News Dan Knutson	6
Brits in Ferrari David Tremayne	10
British Grand Prix Report David Tremayne	16
Palmer's F1 Jonathan Palmer	27
French Grand Prix Report David Tremayne	30
USA Grand Prix Report Maurice Hamilton	38
Canadian Grand Prix Report Maurice Hamilton	44
World News Dan Knutson	50
Mexican Grand Prix Report Maurice Hamilton	52
Thierry Boutsen — Destined to Win Dan Knutson	58
Streff Gets the Last Laugh Alan Henry	62
Phillippe Alliot — Confidently Forward in 1988	64
Monaco Grand Prix Report Maurice Hamilton	66
San Marino Grand Prix Report Maurice Hamilton	74
Grand Prix Merchandise	80
Bread and Circuses — The Patrese Formula Stuart Sykes	82
Click Competition	86
The Ferrari Legend	88
Marlboro-McLaren — A Tradition to be Maintained	92



Ayrton Senna and Nigel Mansell 1st and 2nd, first all-wet British Grand Prix since 1961
Photo: Zoom Photographic

Prix Editions International is published by
Murray-Bond Corporation Pty Ltd
300 Flinders Street
Adelaide
South Australia 5000
Phone: (08) 223 6313
Fax: (08) 223 7278

London Office
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Photography
All photographs in this publication unless otherwise indicated are supplied by Zoom

Photographic Suppliers
Lukas Gorys
Dominique Leroy
Allsport
Marlboro Press Service
Autofoto

Distributed in Australia by
Gordon and Gotch Ltd Sydney

Distributed in the United Kingdom by
Seymour

Distributed in Europe by
International Press Distributors

Distributed in New Zealand by
Magazine Distributors

* Recommended retail price

Printer — Australia
MacArthur Press Pty Ltd — Sydney

Printer — United Kingdom
Pasmore International

Colour Separations
Dot'n Line (Aust) Pty Ltd

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World News

MONACO

Lotus tyre men Clive Hicks and Kenny Szymanski began their Formula 1 careers in Monaco in 1978. Their sense of humour has become legendary in Formula 1. To honour their 10th anniversary Goodyear's racing chief Leo Mehl and European PR rep, Barry Griffin had T-shirts made up with cartoon caricatures of Clive and Kenny and the inscription 'The Clive and Kenny Show — 10 years with Lotus and Goodyear'.

Kenny and Clive, meanwhile, shaved off their moustaches, put on dresses, wigs and makeup, and went to 'the tip top' (the favourite bar of the Formula circus) on Thursday night as two incredibly ugly ladies of the evening!

Formula 1 machinery isn't the only 'ace' technical equipment in the paddock. Grand Prix racing prides itself on having the best of everything. Take the new USF&G Arrows motorhome which debuted in Monaco ... It consists of 12 metres of Mercedes with an interior designed by Arrows hospitality manager Manfred Oettinger. The interior is a tasteful blend of grey leather and suede. Push a button and hidden walls appear to create a soundproof private meeting area.



Tyrrell, Lotus and Goodyear all decided to leave their transporters on the continent between the San Marino and Monaco Grand Prix rather than risk being stranded due to the ferry workers' strike. Goodyear had 1,600 tyres airfreighted from England to Monaco.

Yes, Monaco is the most glamorous stop on the Grand Prix tour. It's also an incredibly aggravating place. It seems that you have to walk forever to get somewhere because guards, fences and crowds (not to mention the harbour) send you on wide detours.



If you tried to hold a Grand Prix at a new circuit with the same cramped and dangerous pits that Monaco has, FISA and FOCA would just laugh at you. The teams squeeze into a tiny paddock alongside the harbour. If you happened to be one of the new entries like Rial or Euro Brun, you had to go half a kilometre, through two tunnels and up to the second story of a parking garage. Part of the frustration of Monaco is trying to find a hotel room. The hotels charge exorbitant rates and often demand a seven day minimum stay. This year McLaren solved the problem by bringing their own hotel. They chartered 'The Sea Goddess', a ship with 60 suites, 110 guests and a staff of 80. Still you have to go to Monaco at least once in your life to watch the cars slip through Casino Square. The date is always set in conjunction with Ascension Day, so mark your calendars for May 7th, 1989 and May 27th, 1990.

While they may drive while working, Michele Alboreto, Thierry Boutsen, Eddie Cheever, Piercarlo Ghinzani, Stefan Johansson, Riccardo Patrese, Nelson Piquet and Ayrton Senna could all walk home after working in Monaco.

They all maintain residences there. Piquet lives on a boat in the harbour. But he loathes the track, and he told a television interviewer that racing in Monaco was like trying to ride a bicycle through your house.

Monaco is not a cheap place to live. The Rial team had an expensive weekend that started with Andrea de Cesaris crashing his Rial into Gerhard Berger's Ferrari. Andrea claimed that the marshals hadn't waved any yellow flags. Officials fined him US\$5,000.00 for discrediting the marshals after video tapes proved that they had been waving the yellow. The team was fined a further US\$15,000.00 for working on the car out on the circuit when a flat battery left it stranded.

Honda issued a release in Monaco saying that they are considering their future options with Lotus. Tensions have arisen between Lotus and Honda. The feeling at Lotus is that Honda is not giving them the same treatment as McLaren. Asked in Mexico if the two teams were getting the same engines, McLaren's Ron Dennis replied, 'We do have the same engines. There's no question about that. I think the reason (for McLaren's superiority) is that the car is better.'

Next season Honda will probably have an exclusive contract with McLaren.

MEXICO

The first five drivers on the grid in Mexico had a total of 65 Grand Prix victories between them. (That tally soon became 66 with Alain Prost's win.) Prost had 30 wins, Ayrton Senna seven, Gerhard Berger three, Nelson Piquet 20 and Michele Alboreto five.

Honda brings 10 engineers and 10 mechanics to every Grand Prix, and they are split evenly between McLaren and Lotus. The Honda entourage also includes two people to organise travel and freight, Project Engineer Osamu

Goto, Chief Engineer Yutaka Otake and Liaison Officer Yoshinobu Noguchi.

As part of their promotion, Camel had two real camels munching hay outside the front gates.

What are the problems at Ferrari? 'McLaren!' said Gerhard Berger. How

a win since 1985. 'If Mr Ferrari wants me,' he said, 'we can find a way for me to stay.'

Who is better — Senna or Prost? 'I think right now it is he,' Senna said when asked the question, 'because he has two titles and a lot more wins. Right now



does he keep himself motivated, racing for third? 'It's very boring,' Berger said. 'But it must be very boring for McLaren win the pole and run at the front in every race ... I'd like to be that bored!'

Gugelmin Tales ... The record books will show that Mauricio Gugelmin retired his Leyton House March with engine troubles. But his story is much more than that. 'I began smelling burning carbon,' the Brazilian said, 'which made me nervous considering the fuel load! I began to feel burning through my legs. In fact, the battery lead was fouling in the seat belt mounting. It short circuited, which was why the seat began to get warm. And finally the engine just died. Never mind ... I feel good for Montreal.'

CANADA

After a two year absence, Renault will return to Grand Prix racing with a new V10 engine. Williams and Renault have signed a three year contract, and Williams will have exclusive use of the engine in 1989. Renault kept about 100 of their former racing employees, and they will be building 25 of the four-valve engines for the start of the 1989 season. Although they will consult with Renault, Williams will choose their own drivers. In the past Elf, who have had close ties with Renault, have insisted on a French driver. The Williams contracts of Nigel Mansell and Riccardo Patrese both end this year.

It looks as if Mansell will swap places with Michele Alboreto at Ferrari.

Alboreto has admitted that he is unhappy at Ferrari after going without

Alain is the most complete driver in Formula 1. So far the two have had no problems. 'Before this year we never spent much time together,' Senna said. 'Since we are working together we understand each other.' 'We work well together. We exchange information (during practice).' On race day McLaren has no team orders. 'The one who is the strongest wins,' Senna said.

A line of 22 huge semi trucks hauled the Formula 1 circus from Mexico to Montreal to Motown. The teams don't travel light. Take Lotus, for example,



who have three cars and 10,000 kilos of spares.

The Canadian government put up \$3 million (Canadian) to help ensure that the Canadian Grand Prix would stay in

Montreal for the next five years. It's money well spent as the Grand Prix brings about \$26 million into the area each year.

The Formula 1 teams had a raft race in the giant Olympic rowing basin behind the pits. Tyrrell's team consisting of Jonathan Palmer and Julian Bailey and mechanics Jim Rumble and Wayne Bennett won. Their fine machine was built of four of the barrels they ship their wheels in, a sheet of plywood, two buckets and some bubble wrap. Lotus raced a portable toilet. It sank. Fortunately Zakspeed's entry didn't sink because they used one of their monocoque tubs. Ferrari, Goodyear, Ligier and March also raced, while AGS arrived just as everyone else was on the return leg.

Ligier and AGS have both moved into new factories. Ligier has been wind tunnel testing a quarter scale model of their cumbersome JS31 chassis.

Last year's Canadian Grand Prix was cancelled due to a sponsorship dispute between the Molson and Labatt breweries, and because the teams were upset with the poor working conditions. After Labatt withdrew from the legal battle, Molson took over sponsorship.

Workers were still putting the finishing touches on the new pit/garage/control tower complex just before practice



began. Since starting on April 17th, they had resurfaced 850 metres of the track, poured 2,500 cubic metres of concrete and erected 45 tons of steel beams. 'I can't understand how so much money (about \$6 million) was spent on the facilities while the (track) safety is unbelievable,' Nelson Piquet said. 'The turn before the pit straight is too fast with those close walls.' Derek Warwick's crash in the turn, which is taken flat out in fifth gear, showed just how dangerous the turn can be.

The Gilles Villeneuve circuit is located on the man-made island of Notre-Dame located in the St Lawrence Seaway.

BY DAN KNUTSON

With Montreal as a backdrop and the pleasant park-like atmosphere, the Canadian Grand Prix has always been one of the nicest stops on the tour. This year much of the 'park' at one end of the circuit seemed to be all bare dirt and cement dust after all the construction of the new pit complex. There were two pressrooms, located at opposite ends of the circuit, and general confusion as everyone tried to find their way around the new track.

USA

After seven years in the downtown streets, the Detroit Grand Prix is heading for the island of Belle Isle. Detroit mayor Coleman Young, the FIA and the Detroit organizers have reached an agreement in principle that the race will be moved.

Ever since the first Detroit race the drivers and teams have complained about Detroit. 'I have said since 1982 this track does not have the same standards as the other (Grand Prix) tracks,' Alain Prost said. While other tracks such as Montreal have spent millions of dollars on improvements, Detroit has done nothing, Prost said.

The drivers praised the move to Belle Isle which is located about five kilometres up the Detroit river from Downtown Detroit. Reaction from local residents and merchants was mixed. The course will occupy about



20 per cent of the island and be built on existing roadways. Still, plenty of logistical and financial problems need to be worked out.

If the race is moved, the Grand Prix party atmosphere of downtown Detroit will be lost. About 125,000 people showed up for Friday's 'Free Prix Day'. Many don't have a clue what is going on, but they come for the festival.

The Ferraris can catch the McLarens, but 'only at the end of the race in the parc ferme!' Michele Alboreto joked. Meanwhile, back at the ranch in Maranello, the scene is one of complete chaos. Enzo Ferrari has fired his son Piero Lardi from his racing manager

post. The problem is that the Ferrari engineers are split over whether to continue with the turbo program or begin concentrating on next year's normally aspirated car (John Barnard's creation).

It is rumoured that John Barnard, Harvey Postlethwaite, Jean-Claude Migeot (engines) and Jean-Jacques His (engines) will all be leaving Ferrari by 1989.

Pope John Paul recently visited Ferrari. That led to jokes asking if the Ferrari's blown engines would emit white or black smoke.



Stefan Johansson's father was nicknamed 'Leaf' and Stefan was nicknamed 'Little Leaf'. As a tribute to his father, Stefan's helmet carries a design of intertwining leaves.

The teams have always complained about the open pits in Detroit. This year they had canopies which gave them shade. The spectators, who had paid top price for pit grandstands, meanwhile, now couldn't see the cars.

Team Titanic? A sign in the Williams pit read 'The only difference between us and the Titanic is that the Titanic had a

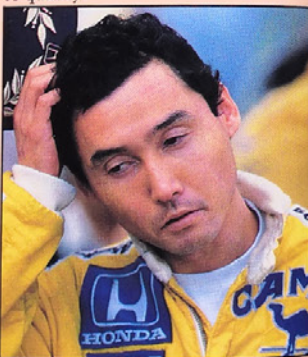


band'. Anyone want to volunteer to form an orchestra to play while the Williams team sinks?

Winning all the time can be a problem. 'Motivation for the staff (of 150) is quite a problem,' Ron Dennis said. 'We are very aware of complacency. We've actually made some mistakes which we traced to complacency.' Dennis said that McLaren will have three prototypes of their 1989 car ready for testing in the next few (he wouldn't be more specific) months. One of the cars will be kept with Honda in Japan.

Cut it out guys ... Piero V Gancia, the president of the Brazilian Automobile Confederation, wrote a letter to Senna and Piquet telling them to stop feuding in public.

Much of the media and public attention in Detroit was directed on basketball, not the Grand Prix. The Detroit Pistons were involved in the NBA Basketball Championships. The West Zakspeed team had 'Go Pistons' painted on the engine's plenum chamber. The Zakspeed's own pistons didn't take that advice, however, as both Piercarlo Ghinzani and Bernd Schneider failed to qualify.



'How can he see out of those tiny mirrors?' a spectator asked a Lotus mechanic working on Satoru Nakajima's car. 'That's no problem,' the mechanic quipped, 'because there is never anybody behind him!' Another mechanic added, 'He is going so slow that he's using hand signals.' Nakajima hates street circuits and failed to qualify.

'I think that I could race something else, maybe saloon cars,' Prost said when asked about life after retirement. 'I don't think I'll retire without doing something else.'

Just ignore them and they will go away. That's Eddie Cheever's solution to the walls of Detroit: 'If you don't think about the walls they seem to move back a few feet.'

Foster's Australian Formula One Grand Prix ADELAIDE ALIVE 10.11.12.13 November 1988



THE BRITISH TRADITION AT FERRARI



DAVID TREMAYNE



Nigel Mansell *had* to leave Williams. And just as certainly, he *had* to join Ferrari. Four years with the Didcot-based team had brought him 13 GP victories and had so nearly won him the World Championship in both 1986 and 1987. By July 1988, however, his relationship with the team, as they say in divorce proceedings, had 'irretrievably broken down'. This time last year the idea of Britain's leading Grand Prix driver quitting the team was unthinkable. He was blisteringly fast, unerringly committed, and talented enough to extract the maximum from the Williams-Honda FW11B. After years of trying, he had, since 1986, found the car he had always dreamed of.

It was the celebrated divorce between Williams and Honda that started the rot, and after seven retirements in the Judd-engined FW12, with the reactive ride suspension system that designer Patrick Head so favoured, and he so distrusted, his position had been so terminally eroded that no amount of success with the 1989 Renault V10 successor would ever be likely to repair the hurt.

As his "disappointment" became common knowledge in the pit lane, he began to entertain three serious offers: Williams (with two offers so high even he admitted to surprise), Benetton and Ferrari.

At Rio in 1982 he saved the life of Lotus team manager Peter Collins, who now runs Benetton, and the two have always enjoyed a strong relationship. Indeed, it was mooted at the end of 1986 that he was considering an offer from the team to run its Ford turbo V6-powered B187. Ferrari, however, was the strongest lure. He'd had some dealings with the legendary Italian team in the summer of 1986, and even though there was speculation that he was just applying some psychological pressure on Frank Williams, he discussed terms for a move should he ever decide on a change. With the decision to leave Williams crystallising — "It certainly wasn't spontaneous, but something I slept on for three or four weeks after fully discussing it with Rosanne" — and the two plum seats elsewhere taken quite comfortably, thank you, by Alain Prost and Ayrton Senna, Ferrari was the only logical option. With Fiat's muscle it is the only team with the potential finan-

cial wherewithal to compete on even terms with Honda, and there is still a magic associated with the name. "Even as a kid I dreamed of driving for Ferrari," he smiled at the press conference he called at Silverstone three days before the Shell Oils British GP. "It's like driving for the Pope!"

The signing of his estimated £3M one-year contract revives a tradition of British drivers at Maranello that dates back to 1953, but it is a tradition that hasn't always enjoyed happy endings. Dashing, blond Mike Hawthorn was the first Briton to drive for Ferrari's works team, when he reluctantly accepted an offer for the 1953 season when it became clear nothing competitive would emerge from Britain. It was a warm relationship most of the time, and at Rheims that year he became only the second Briton to win a Grand Prix when he emulated Sir Henry Segrave's 1923 French GP success by pipping Fangio. Though he left to drive for Vanwall after a troubled 1954, he remained on good terms with Ferrari and returned to the fold for 1957 and beat Stirling Moss to the 1958 title by a mere point. It was a tragic success, however, for his firm friend — 'mon ami mate' — Peter

Collins had been killed during the German GP.

Collins had joined Maranello in 1956, and like Hawthorn was a free-living, fun-loving character. He won the Belgian and French GPs as he honed his style under the tuition of Fangio, and by the Italian GP was a real threat to the Argentinian's championship prospects. Fangio retired early, and team-mate Luigi Musso refused to hand over his car, which was permissible in those days. When Collins pitted for tyres and learned of the situation, he stepped from his car and offered it to Fangio in a selfless gesture of sportsmanship that would earn the great Argentinian his fourth crown.

The following year he won in Syracuse and Naples, and had won the British GP on home ground in 1958 as the teams headed for the Nurburgring. Attempting to pass Tony Brook's Vanwall for the lead, he crashed fatally.

Months later, having announced his retirement, Hawthorn was also dead, killed in a road accident.

When John Surtees came to the Prancing Horse's stable in 1963, he had established a fearsome reputation on Italian MV Augusta motorcycles. By



LAT PHOTOGRAPHIC

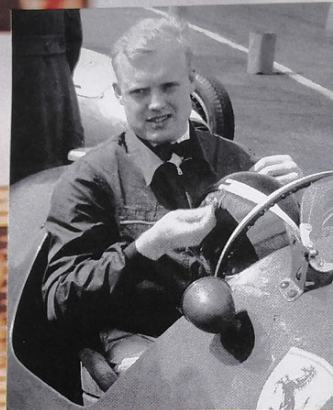
COLLINS - MONACO 1958

1960 he had accumulated seven world championships, and his transition to motor racing attracted immediate attention. First in a works Lotus, then in privately owned Lolas, he revealed that his uncanny sense of balance was just as suited to four wheels as two. Ferrari was interested; Surtees wasn't. He capitulated towards the end of 1962, however, and suddenly Ferrari had a driver of immense skill who was also an accomplished development engineer. By 1964 he was World Champion, albeit in slightly fortuitous circumstances after team-mate Lorenzo Bandini inadvertently eliminated rival Graham Hill in

Forghieri, and also fell out with volatile team manager Eugenio Dragoni. An almost caricature Italian, Dragoni only had eyes for Bandini, and though Surtees won convincingly at Spa in the Belgian GP, the two had a violent disagreement at Le Mans, where Dragoni accused him of being unfit to last the 24-hour marathon. Exit Big John in the direction of Cooper, for whom he won the Mexican GP at the end of a troubled year...

Success even of that standard never looked likely for Mike Parkes, Jonathan Williams or Derek Bell, although 'Parkesi' did triumph comfortably in the

future world sportscar champion Derek Bell did so in the twilight of the modified V12's life. Team leader Chris Amon led races time and again, only to retire, but as the third driver, Bell never had the full chance to show his ability at Oulton Park, Monza or Watkins Glen. The 1969 variants of the car were laughable. His sole outing yielded ninth place at the BRDC International Trophy at Silverstone, and thereafter the relationship floundered. Ferrari was in dire financial straits, on the point of being baled out by Fiat, and though the race-winning Fiat-12 was in the pipeline it didn't arrive in time to save Derek's F1



JOHN SURTEES



MIKE PARKES

LAT PHOTOGRAPHICS

the showdown in Mexico.

Restless and occasionally abrasive, Surtees could never confine himself just to driving, nor just to F1. In 1965 he ran his own Lola Group 7 sportscar team, and suffered severe injuries when his T70 crashed at Mosport Park. It was feared he would never race again, and Ferrari immediately lost interest. Surtees had other ideas and was back in harness again as the new three-litre formula got underway in 1966. Ferrari had little faith in him. Just as it would be when Niki Lauda dragged himself back from his 1976 German GP accident, Maranello was firmly convinced its star driver was through.

Surtees' outspokenness didn't help the situation as he advised the team of his opinion of the new V12. It had won first time out, and everyone was convinced another championship was theirs for the taking. Surtees was less enthused. He clashed with engine designer Mauro

non-championship 1967 BRDC International Trophy and the same year's non-championship Syracuse race, where he dead-heated with team-mate Ludovico Scarfiotti in a contrived fix designed to boost morale after Bandini's death at Monaco. The tall Englishman had finished second in his debut at Rheims the previous year, and was second again in the Italian GP at Monza, but at Spa shortly after his two 1967 successes he spun on oil dropped by Jackie Stewart's BRM H16 and sustained leg injuries that killed his F1 career. A brilliant engineer, he returned to the team on the technical side, only to die years later in a road accident.

Quiet, unassuming Williams — 'Jonathino' — shared the CanAm Ferrari sportscars with Amon in 1967 and was given a run in Mexico. He was overwhelmed with the V12's power and the team was unimpressed with him... When he came to Maranello in 1968,

career.

Since his outing at Silverstone in 1969 the only Englishman to have run a works F1 Ferrari has been 1984 British F3 champion Johnny Dumfries, who was rather half-heartedly involved in the 1985 test programme but never joined regular drivers Alboreto and Stefan Johansson in a race. Instead, until Mansell's arrival, British influence at Ferrari has taken the form of technical input. Parkes had made significant contributions, but more as a development engineer than as a designer. When the 1981 126CK proved a monster that only the brilliance of Villeneuve could truly tame, Il Commendatore finally heeded the need for change. In 1973 he had had the B3 chassis built in Britain by John Thompson, but his brief to former Hesketh, Wolf and Fittipaldi designer Harvey Postlethwaite in mid-1981 was to develop an all-new, up to date 'British' chassis.



MIKE HAWTHORN

LAT PHOTOGRAPHIC

Postlethwaite's 126C2 took Ferrari fully into the composite construction era, and might well have won the 1982 Drivers' Championship but for the death of Villeneuve at Zolder and Didier Pironi's awful accident at Hockenheim. The shattered team did take the Constructors' title, and regrouped around Patrick Tambay and René Arnoux and 126C2Bs in 1983 until Postlethwaite introduced Ferrari's first carbon fibre chassis, the 126C3. The Drivers' title again proved elusive, but the Constructors' fell once again to his cars.

1984 marked the beginning of the McLaren era in F1 as the TAG-powered MP4s came on stream, and gradually Harvey's relationship began to run the seemingly inevitable course of those who stay too long at Maranello. When John Barnard left McLaren in 1986, he was immediately snapped up by Ferrari, and all of a sudden Maranello had a surplus of technical men, especially as Gustav Brunner had penned the F187 as Postlethwaite was moved to other projects.

Through 1987 and 1988 the two Englishmen steered an uneasy path, Harvey continuing to live in Italy as he developed Brunner's car, John setting up GTO Engineering in England. As Postlethwaite looked after the turbo cars this season, Barnard has been hard at work on the normally aspirated V12 for 1989. It seemed logical enough, rather like Steve Nichols and Neil Oatley's similar roles at McLaren, but the decision on which car to favour in 1988 brought management uproar and argument that saw Enzo Ferrari banish his team managing son Piero Lardi Ferrari to the roadcar division. Eventually Harvey too sought a way out.

Now, as 1989 looms, John Barnard has the task of coercing Fiat-Ferrari into committing itself as fully as Honda. He and Berger know one another well, but Mansell and Berger also have a good relationship. The cynics say Grand Prix tracks are littered with broken friendships. Mansell says: "For me Gerhard is one of the quickest drivers around, but I believe I go to Ferrari not as a threat, but with the same aim — to make the car quick. We're friends, and like Senna and Prost, I expect us to complement one another."

He is confident he can make his mark, and having seen the way in which he tackled Keke Rosberg at Williams in 1985, one wouldn't expect him to be cowed by Berger's current status within the team. At the same time, however, he has always been susceptible to the opinions and criticism of those around him. Quite how he deals with the Italian press and how well he can fit in with a team that is at best emotional, and at worst downright Machiavellian, will be fascinating aspects of 1989. ■



Sports Seen

NIGEL MANSELL 1988 WILLIAMS-JUDD V8



Race PRINTS

SMOOTH AS SILK



Arthur Benjamins has once again turned his considerable talents to the world of Formula 1. This latest work, featuring Nigel Mansell in his Williams FW12 during practice at Monaco, is probably his best work yet and fully captures the colour and power of Formula 1 cars.

Along with other previous releases

"Passing Strangers" featuring Nigel Mansell and Nelson Piquet in their World Championship winning Canon Williams Honda FW11B

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"First Time Out" featuring Jim Clark in the Lotus Ford Type 49 on its World Championship debut at Zandvoort on 4th June 1967

"Ferrari Team-Mates" featuring the Ferrari F186s of Michele Alboreto and Stefan Johansson (with the Benetton of Gerhard Berger hovering in the background)

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FERRARI TEAM MATES



FIRST TIME OUT



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BRITISH

GRAND PRIX



Bemused spectators still couldn't quite grasp that Alain Prost had actually given up. Perhaps it will prove to be the race that lost him the 1988 World Championship...



BY MAURICE HAMILTON



McLaren would walk it, with its super-balanced MP4/4s. Ferrari would probably run as second string, just as in Paul Ricard. Mansell and Williams would have moved ever further apart in the wake of his announcement about quitting for Ferrari in 1989, and almost certainly wouldn't finish.

Those might have been reasonable assumptions to make prior to qualifying for the Shell Oils British GP, but all would be wide of the mark come race day.

The death on Thursday of RAC MSA Chief Executive Peter Hammond, killed on his motorcycle while travelling to the track, cast a pall over the meeting that the weather subsequently echoed on Sunday, but while many onlookers toyed with a conundrum, at least two drivers knew the full answer.

Michele Alboreto had dominated the first day of official qualifying, marking the first occasion on which a McLaren driver hasn't, and when Gerhard Berger did likewise the following day it really did begin to look as if the mighty McLarens were in trouble. Had Ferrari really found the answer, with engine management systems remapped since Ricard?

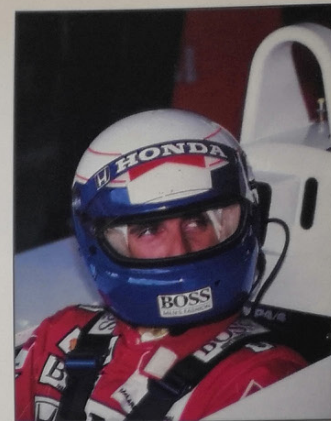
When raceday dawned wet and cold, it seemed likely the truth of the intrigue would never be known, but a simple conversation with Gerhard Berger slotted everything into place. "A chance? I don't think we have any chance at all, the way our fuel consumption has been going. We might be able to match the McLarens in qualifying, but we'll never race with them."

He was almost right. In the event, he only had to race with one of them. The other was occupied attempting to pick a way — unsuccessfully — past Alex Caffi's Dallara and Stefano Modena's Euro Brun...

Now that the Detroit GP is moving to

Belle Isle, Alain Prost may well find cause to place the British GP at Silverstone at the top of his list of least liked events. Twice before the main start his Honda engine stalled, just as it had in Imola, and as he attempted his first wet start with a carbon fibre clutch he bogged down, nearly stalled again, and came round 11th on the first lap, from fourth on the grid.

In the first wet race since Estoril in 1985, the F1 cars threw frightening clouds of spray all over their pursuers. As Mauricio Gugelmin so graphically described it, "You just see nothing at first, and your eyes are popping out as you think you detect grey turning black and realise it's a car ahead. When you can make out its red light, you brake. I tell you, you get older in a few laps..." Prost must have felt very old in the 24 laps he completed, seeing Modena and Caffi squeeze past as his McLaren



understeered here, oversteered there, its balance as awry as it had been in qualifying. And when Berger and Senna, battling for the lead, lapped him on lap 13 he very nearly collided with his fleet team-mate. 11 laps on he pulled in and quit, prepared to risk it no further.

"It's my life," he asserted in justification of an act few could believe of him, "and today I decided to stop. Why risk so much racing for 16th place?"

Onlookers who had travelled miles to watch him weave his Ricard magic were aghast, just as they were as they watched Berger blasting round with Senna dogging his dampening wheel-tracks. If ever anyone could have sought a more graphic example of the commitment of these two chargers, both of whom still have to stamp their ultimate mark, it was the manner in which they left Alboreto to fend off the advances of Gugelmin and Capelli in the Leyton House Marches they had superbly qualified fifth and sixth.

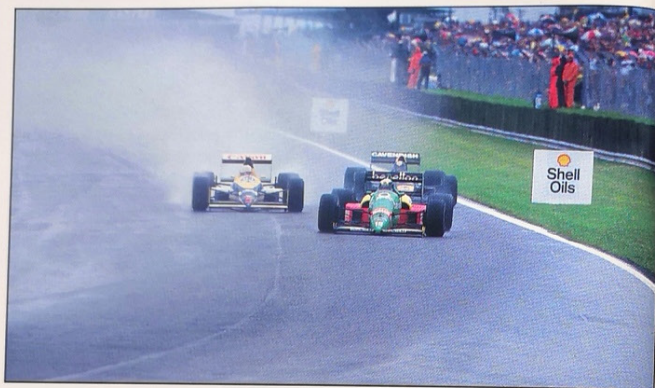
Lap for lap Senna stalked his prey, knowing full well that the Austrian was grandstanding, enjoying himself for the sheer fun of controlling 630bhp in atrocious conditions. "I knew myself I wouldn't make the flag if I kept going at Gerhard's pace," he revealed, "so I knew there was no way he could hope to keep it up."

Sitting too close, he not only ran into visibility problems, but also began to lose mid-corner downforce, so cannily he eased back, awaited his chance, and pounced as they came up to lap Prost at Woodcote. After that it was all over bar the shouting, as he toured home in the first all-wet British GP since Taffy von Trips won at Aintree in 1961, an amazing statistic when one considers the rainfall in a typical British summer! By half distance Berger was five laps the wrong side of his fuel schedule, and Ferrari personnel were giving them-



selves hernias hanging out the slow signs, and as the race moved to its conclusion the F187 obeyed orders and got slower and slower. That left it easy prey to a charging Nigel Mansell, whose Williams FW12 had been fitted overnight with standard steel springs and gas dampers in place of the unloved hydraulic reactive ride which had given him a whole series of qualifying frights. From 11th on the grid the local hero was seventh on lap one before picking his way past Capelli, Gugelmin (in trouble with locking carbon fibre brakes) and Alboreto to indulge in a duel with Alessandro Nannini that was even more remarkable than Senna's fight with Berger.

On lap 20 he had poked the Williams ahead of the Benetton as Sandro got trapped behind Alboreto at Stowe. Lifted off and spun through 360 degrees, the impressive Italian recovered very quickly from his indiscretion and was back past the FW12 by lap 28. That time, however, he lasted only another lap before losing it again at Woodcote when fluctuating brake pedal feel, caused by a variation in the amount of air getting to the discs now that he was running in clean air ahead of the Williams, caught him out. "My mistake," he grinned after sustaining



front wing endplate damage that created an understeer imbalance that would ultimately take the edge off his challenge.

It was enough to give Gugelmin a second chance, after the Brazilian had carefully conserved his wet tyres in the first half, expecting them to come into their own as the track dried. When it rained again his cunning went without its just reward, but he brought the March within 20 seconds of the Benetton as both closed on and eventually overtook the now cruising Berger with 10 laps to run. Aerodynamically superb, the Marches were ideally suited to Silverstone despite lack of engine



power, and Gugelmin's first championship point for an excellent fourth were only blighted by Capelli's problems with oversteer and his eventual retirement with a faulty alternator. Benetton, too, proved to have a car well suited during qualifying to Silverstone's key corners — Stowe and Club — but Thierry Boutsen's chances were dashed after a heady fight with Nelson Piquet when an initial misfire and baulky fifth gear selection were compounded by a cv joint failure. The Belgian walked in

no doubt reflecting as he watched Mansell race by in the dramatically improved Williams, that he will fill the Englishman's shoes at Didcot next year after announcing his new deal immediately after the race.

As usual, Lotus was no match for the similarly-powered McLarens, but Silverstone brought fresh hope when Piquet's car was again fitted with the Bilstein electronic damping for Saturday qualifying and the race. The World Champion is very encouraged by the manner in which it enhances traction and Lotus made some positive progress which has fired him into demanding extra test sessions to exploit it further. When the track was drying during mid-race he picked up unwanted understeer, but as the rain came again his balance evened up and he was able to unlap himself on Senna and eventually slip ahead of the fuel conserving Berger with six laps to go. Sixth place would at least have been some reward for Berger, but even that was to be denied him. From the early laps a four-car train comprising Derek Warwick's Arrows, Satoru Nakajima's Lotus, Eddie Cheever's Arrows and Ricardo Patrese's non-reactive Williams had run nose to tail, ducking and weaving in each other's spray. Warwick had initially been clear of his pursuers, but after Nakajima's attempt to pass was repelled, and the Lotus dropped away with a broken fifth gear, Cheever came

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striding through, heart-in-mouth over fuel economy, to harass his team-mate to the line.

"My readout said I had five and a quarter laps' worth of fuel left with six laps to go," revealed the laconic American, but somehow he made it, and there was a pleasant bonus in store at Woodcote on the last lap as Berger clipped the kerb and ran wide. As Warwick pounced into sixth, Eddie and Riccardo followed him through, leaving Gerhard to cross the line on the grass all the way to the Shell Oils bridge, demoted from a championship point to ninth in one sad sweep.

From the moment they battled past the lacklustre Prost, Modena and Caffi ran close in their Italian specials until Alex squeezed past Stefano and exploited the Dallara's superior wet road behaviour. The F3000 champion lost ground as the Euro Brun began flopping into roll oversteer as the race progressed, but his effort echoed Caffi's as he brought it home within six seconds, the two Italians taking worthy 11th and 12th places without putting a wheel out of line throughout. Andrea de Cesaris had looked set to keep both honest, despite bending a wing on the warm-up, but after only 10 laps the Rial was out with a shattered clutch plate.

After some promising showings earlier in the year, the Larrousse Calmels Lola LC88s aren't anywhere near as comfortable on fast circuits, as Ricard proved, and Silverstone saw the French team in the same gripless boat they'd paddled on their home waters a week earlier.

"We passed a few people and we finished close together, which is all we could hope," grinned Alliot, his enjoyment apparent even if the result wasn't particularly satisfying.

For a long time Pier Luigi Martini had hung in there with this quartet until his Lois Minardi began oversteering more and more and, mindful of dumping one chassis in the wall at Club in qualifying, Piero decided discretion was the better part of appeasing the team and settled for bringing the spare back in one piece. Minardi didn't escape entirely, however, as Luis Sala got caught out in the ball of spray at the start and rammed into the back of Philippe Streiff's AGS. The Spaniard was out on the spot; the Frenchman lasted until lap nine when his damaged rear wing broke and spun him into a gravel bed.

It wasn't a very good race in general for the French, after Prost's national success the previous week, for once again Guy Ligier's cars proved so woefully inadequate that poor Stefan Johansson didn't qualify, along with Oscar Larrauri and the grossly unreliable Zakspeeds. René Arnoux at least made the race, but his JS31 was short on traction and



slumped back to an eventual 18th after losing ground to Julian Bailey's well-driven Tyrrell. With Jonathan Palmer starting from the pit road after engine trouble on the warm-up, and retiring early when the unit malfunctioned, Bailey flew the Tyrrell flag alone and did a fine job with a car he described as "totally lacking grip". Like Gugelmin, it was his first wet F1 race and he didn't put a wheel wrong, even when having a private dice with Nicola Larini's Osella. The Alfa turbo eventually punched him past the Tyrrell, but the penalty was excessive thirst, and the Italian was stranded on Hangar Straight with three laps to run when 150 litres proved insufficient.

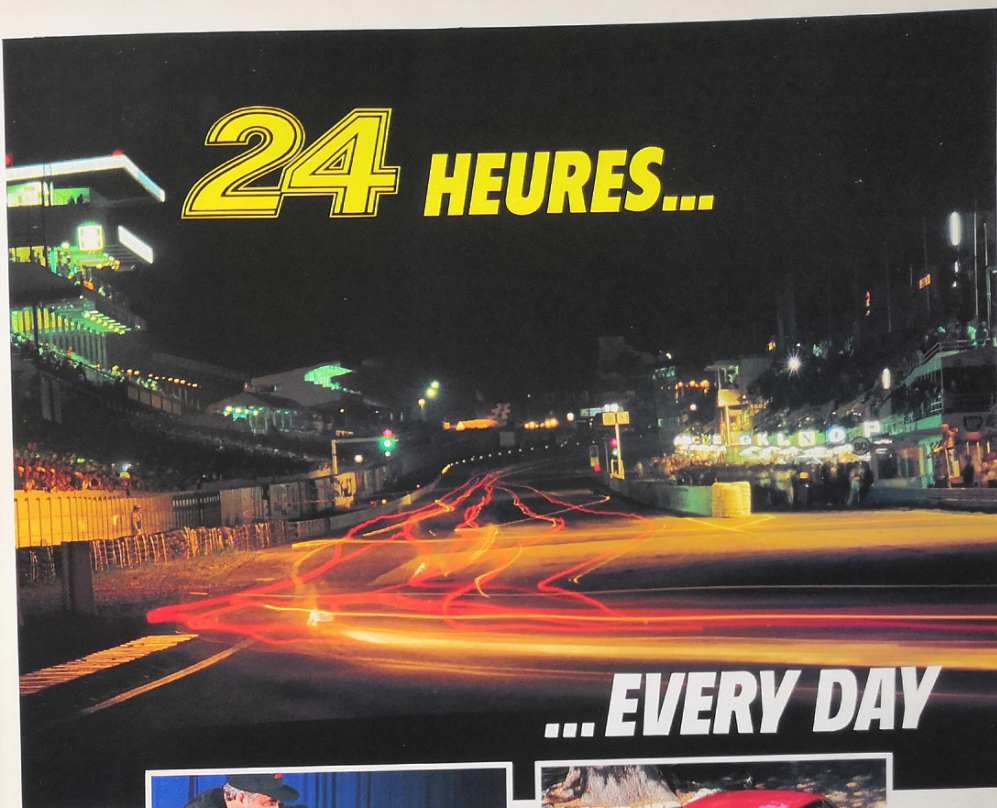
At the end of an intriguing race McLaren duly won, and in doing so beat Ferrari's 1953 record with eight consecutive victories, and now the championship battle is on in earnest. Senna drove beautifully and thoroughly deserved his success, which brings him within six points of Prost, but as the traffic stacked up to a standstill even by midnight, bemused spectators still couldn't quite grasp that Alain Prost had *actually given up*. Perhaps it was the right thing to have done; only the Frenchman can really tell. Equally, perhaps it will prove to be the race that lost him the 1988 World championship. ■

DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	54
2	Ayrton Senna	48
3	Gerhard Berger	21
4	Nelson Piquet	15
5	Michele Alboreto	13
6	Thierry Boutsen	11
7	Derek Warwick	9
8	Nigel Mansell	6
8	Alessandro Nannini	6
10	Jonathan Palmer	5
11	Andrea de Cesaris	3
11	Mauricio Gugelmin	3
13	Ivan Capelli	2
14	Satoru Nakajima	1
14	Riccardo Patrese	1
14	Eddie Cheever	1
14	Pier Luigi Martini	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	McLaren	102
2	Ferrari	34
3	Benetton	17
4	Lotus	16
5	Arrows	10
6	Williams	7
7	March	5
7	Tyrrell	5
9	Rial	3
10	Minardi	1



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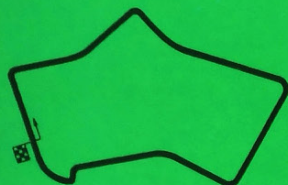
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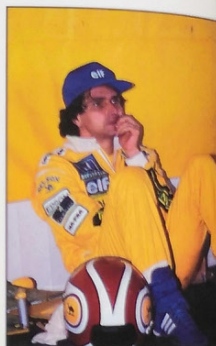
LENGTH

4.778 km
2.969 miles



FASTEST LAPS

Driver	Time	Lap
Nigel Mansell	1m 23.308s	48
Nelson Piquet	1m 23.452s	48
Derek Warwick	1m 23.588s	48
Ayrton Senna	1m 23.595s	49
Satoru Nakajima	1m 23.655s	48
Eddie Cheever	1m 23.778s	48
Riccardo Patrese	1m 23.783s	48
Mauricio Gugelmin	1m 23.823s	45
Philippe Alliot	1m 24.160s	47
Alessandro Nannini	1m 24.176s	29
Gerhard Berger	1m 24.242s	13
Pier Luigi Martini	1m 24.370s	45
Nicola Larini	1m 24.729s	46
Yannick Dalmas	1m 24.780s	46
Stefano Modena	1m 24.920s	48
Thierry Boutsen	1m 25.301s	37
Alex Caffi	1m 25.319s	49
Julian Bailey	1m 25.758s	42
Michele Alboreto	1m 26.100s	28
Ivan Capelli	1m 26.752s	27
Rene Arnoux	1m 27.117s	45
Alain Prost	1m 27.456s	22
Andrea de Cesaris	1m 31.101s	7
Philippe Streiff	1m 31.315s	8
Jonathan Palmer	1m 32.972s	13



OFFICIAL STARTING GRID

M. ALBORETO (1m 10.332s) Ferrari F187	(1) G. BERGER (1m 10.133s) Ferrari F187
A. PROST (1m 10.736s) McLaren-Honda MP4/4	(2) A. SENNA (1m 10.619s) McLaren-Honda MP4/4
I. CAPELLI (1m 12.006s) March-Judd 881	(3) M. GUGELMIN (1m 11.745s) March-Judd 881
A. NANNINI (1m 12.737s) Benetton-Ford B188	(4) N. PIQUET (1m 12.040s) Lotus-Honda 100T
S. NAKAJIMA (1m 12.862s) Lotus-Honda 100T	(5) D. WARWICK (1m 12.843s) Arrows-Megatron A10B
T. BOUTSEN (1m 12.960s) Benetton-Ford B188	(6) N. MANSELL (1m 12.885s) Williams-Judd FW12
A. DE CESARIS (1m 13.439s) Rial-Ford ARC 01	(7) E. CHEEVER (1m 12.984s) Arrows-Megatron A10B
P. STREIFF (1m 14.260s) AGS JH23	(8) R. PATRESE (1m 13.677s) Williams-Judd FW12
L. SALA (1m 14.643s) Minardi-Ford M188	(9) J. PALMER (1m 14.451s) Tyrrell-Ford 017
S. MODENA (1m 14.899s) Euro Brun-Ford ER188	(10) P. MARTINI (1m 14.732s) Minardi-Ford M188
P. ALLIOT (1m 14.992s) Lola LC88	(11) A. CAFFI (1m 14.924s) Dallara Bms 188
J. BAILEY (1m 15.135s) Tyrrell-Ford 017	(12) Y. DALMAS (1m 15.004s) Lola LC88
N. LARINI (1m 15.527s) Osella FA1J	(13) R. ARNOUX (1m 15.374s) Ligier JS31

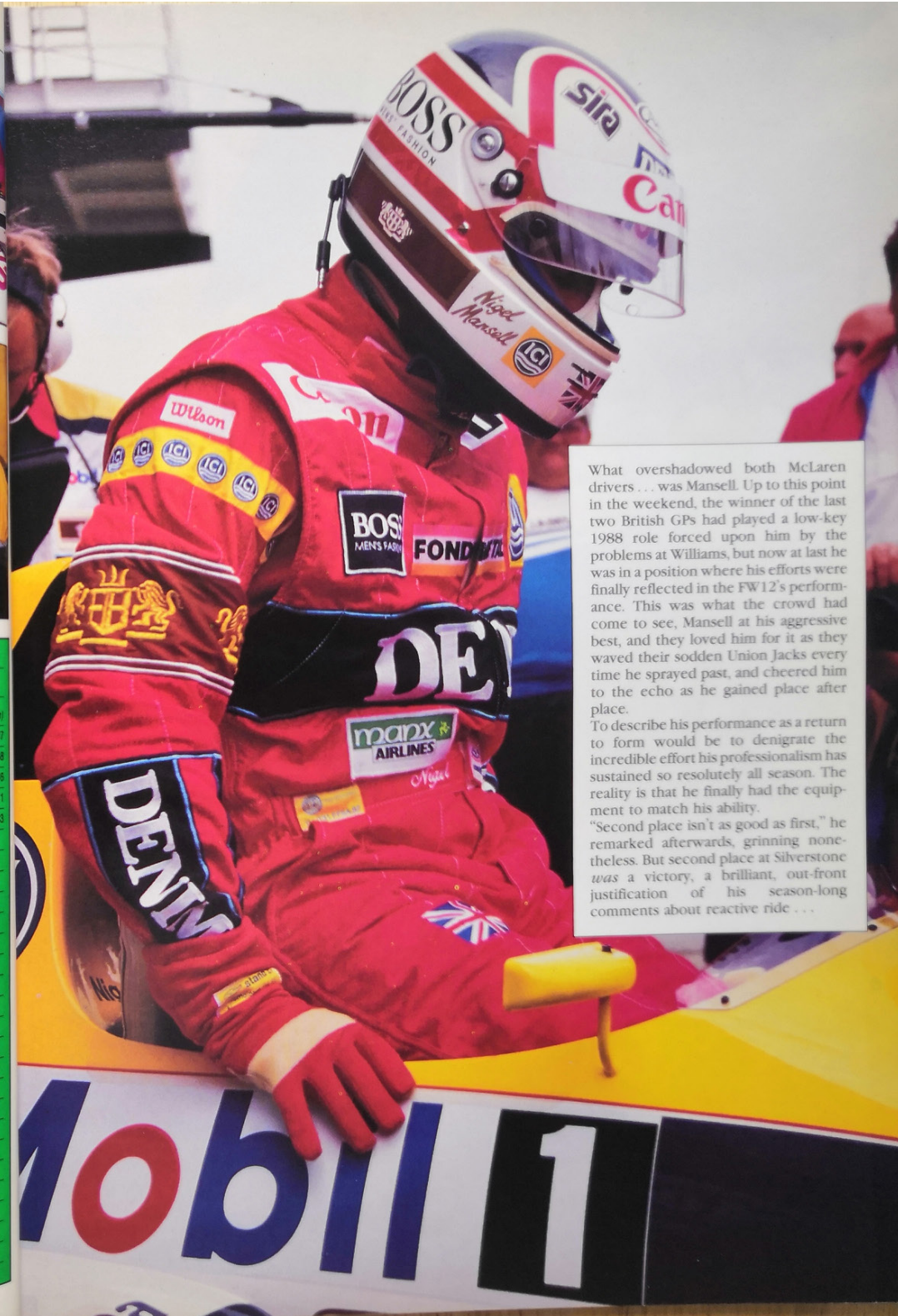
*Started from pit lane

Did not start:
32 O. Larrauri (Euro Brun-Ford ER188), 1m 16.026s, failed to qualify
9 P. Ghinzani (Zakspeed 881), 1m 16.043s, failed to qualify
26 S. Johansson (Ligier JS31), 1m 16.110s, failed to qualify
10 B. Schneider (Zakspeed 881), 1m 18.010s, failed to qualify
31 G. Tarquini (Coloni FC188), 1m 17.028s, failed to pass qualifying

RACE CLASSIFICATION AND RETIREMENTS AFTER 65 LAPS

Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/km/h)
1	Ayrton Senna	Bra	McLaren-Honda	65	1h 33m 16.367s	124.142/199.787
2	Nigel Mansell	GB	Williams-Judd	65	1h 33m 39.711s	123.627/198.958
3	Alessandro Nannini	Ita	Benetton-Ford	65	1h 34m 07.581s	123.017/197.976
4	Mauricio Gugelmin	Bra	March-Judd	65	1h 34m 27.745s	122.579/197.271
5	Nelson Piquet	Bra	Lotus-Honda	65	1h 34m 37.202s	122.375/196.943
6	Derek Warwick	GB	Arrows-Megatron	64		
7	Eddie Cheever	USA	Arrows-Megatron	64		
8	Riccardo Patrese	Ita	Williams-Judd	64		
9	Gerhard Berger	Aut	Ferrari	64		
10	Satoru Nakajima	Jpn	Lotus-Honda	64		
11	Alex Caffi	Ita	Dallara-Ford	64		
12	Stefano Modena	Ita	Euro Brun-Ford	64		
13	Yannick Dalmas	Fra	Lola-Ford	63		
14	Philippe Alliot	Fra	Lola-Ford	63		
15	Pier Luigi Martini	Ita	Minardi-Ford	63		
16	Julian Bailey	GB	Tyrrell-Ford	63		
17	Michele Alboreto	Ita	Ferrari	62		
18	Rene Arnoux	Fra	Ligier-Judd	62		
19	Nicola Larini	Ita	Osella FA1J	60		
20	Thierry Boutsen	Bel	Benetton-Ford	39	CV joint failure	
21	Ivan Capelli	Ita	March-Judd	35	Alternator	
22	Alain Prost	Fra	McLaren-Honda	25	Personal decision to retire	
23	Jonathan Palmer	GB	Tyrrell-Ford	15	Engine	
24	Andrea de Cesaris	Ita	Rial-Ford	10	Clutch	
25	Philippe Streiff	Fra	AGS-Ford	9	Wing damage/accident	
	Luis Sala	Spa	Minardi-Ford		start. Collision damage	

Fastest Lap: Mansell, on lap 48, 1m 23.308s, 128.300mph/206.478km/h



What overshadowed both McLaren drivers... was Mansell. Up to this point in the weekend, the winner of the last two British GPs had played a low-key 1988 role forced upon him by the problems at Williams, but now at last he was in a position where his efforts were finally reflected in the FW12's performance. This was what the crowd had come to see, Mansell at his aggressive best, and they loved him for it as they waved their sodden Union Jacks every time he sprayed past, and cheered him to the echo as he gained place after place.

To describe his performance as a return to form would be to denigrate the incredible effort his professionalism has sustained so resolutely all season. The reality is that he finally had the equipment to match his ability.

"Second place isn't as good as first," he remarked afterwards, grinning nonetheless. But second place at Silverstone was a victory, a brilliant, out-front justification of his season-long comments about reactive ride...



Since I last wrote following Brazil we have had our ups and downs but generally my eternal optimism is proving justified! The ups and downs? Well if we start with the downs first, to get that out of the way, there was little doubt that the fact that neither Tyrrell qualified for the Mexican Grand Prix was a total disaster for Team Tyrrell. At the other end of the scale, a great race in Monaco saw me finish in 5th place the week before Mexico, whilst the week after, in Montreal, I was back in the points with a 6th place — can this be some sort of record, a non-qualification between two points finishes? To make my North American trip even more successful, the American Grand Prix at Detroit, after which I am currently sitting on a plane on my way home, resulted in a hard won 5th place again, so with a total of 5 Championship points things could certainly be a lot worse.

But let's go back a bit to where we left off with my last column following Brazil. Exciting news on the family front in that my wife Gill is finally expecting our first child. In theory it's due on the 26 August which is the first day of practice at Spa for the Belgian Grand Prix, which could be a touch inconvenient, but Ken Tyrrell has already suggested that if its timekeeping is anything like mine it certainly won't be around for a good week or so later! Ken couldn't believe it last year that I didn't wear a watch, but as I said, if everybody around you wears one why bother yourself? Anyway my theory rather fell through this year when it turned out that my new team-mate, Julian Bailey, made a habit of not wearing a watch either and we spent the first few Grands Prix asking each other what the time was! In the end I gave up and have actually now resurrected a watch that I had back in 1981! Following the Brazilian Grand Prix it was clear that our new Tyrrell was not as fast out of the box as we had hoped. Designer, Brian Lisles, believed that perhaps the problem was that our weight distribution was too much to

F1

PALMER

the rear and consequently we tested an extended wheelbase car at Silverstone a couple of weeks after Brazil. It certainly helped make the car much more drivable, even if a rear suspension failure at 170 mph through Maggotts corner didn't. Fortunately, after completing half a dozen or so spins, I only gently nudged the barriers so the con-



sequences were not too severe. Following this test both Julian's and my car were prepared in long wheelbase form for Imola, the second Grand Prix of the season. Unfortunately, at this fast Italian circuit, our chassis modifications hardly seemed to make any improvement. Practice was wet initially and in the tricky, damp conditions in the first qualifying session I set a promising 11th fastest time, though I was pretty sure the track would dry out for the final Saturday qualifying session rendering the original times obsolete. That was just what happened. Sadly though, during the morning I had an electrical failure

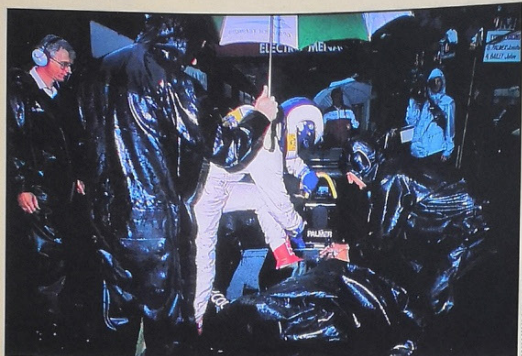
in the car which left me stranded on the circuit and so went into the afternoon qualifying session with a set up that was good for the wet but which we soon found out was pretty awful for the dry. I set a fairly pathetic 23rd best time and had the added embarrassment of

being a tenth of a second slower than my new team-mate!

The San Marino Grand Prix itself was pretty uneventful. Once I had overtaken Julian I spent the whole race gradually easing up on the March of Mauricio Gugelmin, finally overtaking him 2 laps from the end to take a very unimpressive 14th place. Clearly we had some more work to do on the Tyrrell to make it into a potential points scorer.

The next Grand Prix was one of my favourites — Monaco. My sponsors, Camel, wanted the helicopter down at Monte Carlo for some VIP transportation and I chose to fly it down the 600 miles or so myself. Julian thought it sounded an exciting idea and opted to be my passenger, though I don't think he quite realised what he was letting himself in for.

On the way down the weather was dreadful, lots of low cloud and rain and for roughly half the trip we were creeping along at very low altitude trying to dodge the weather. We stopped overnight half way down but within minutes of taking off the next morning, we found ourselves in the cloud and had to land again, and wait for the weather to clear. Within an hour we were under way once again but only got about 30 miles on before the weather closed in once again, forcing us to the ground. I landed in the middle of a field, though goodness knows where it was! Once we got on our way again, we were forced to follow the Loire river at low altitude in order to be sure to navigate our way correctly south. By the time we finally arrived at Monte Carlo at 6pm that evening, Julian had already crossed a helicopter off his shopping list and substituted it with a boat — can't imagine why!



DOMINIQUE LIBRARY

Monaco has always been one of my favourite tracks — I find street circuits much more exhilarating to drive on than fast circuits like Silverstone in England. When you've got 600 or so horsepower in just 500 kilos there is always plenty of opportunity for throwing the car around and balancing it on lovely opposite lock slides gently easing up against the barriers — great fun. Qualifying at Monaco was particularly successful with the resultant 10th place being a personal best for Formula 1. Unfortunately Julian didn't fare too well on his first visit to the tricky Principality circuit in a Formula 1 car and having set the 29th fastest time was a non-qualifier. The race was just as successful for me. I made a good start, easing by Cheever's Arrows and had a rather fraught time into the first corner as Piquet squeezed me against the outside barrier. Fortunately for me, if not for him, he also squeezed his front wings against the back tyres of Warwick's car, which forced him out of the race. I almost surprised myself in the first few laps by hanging on to Warwick quite well in 9th place and even pulling away from Boutsen in the Benetton behind before any chance of keeping in touch with Derek disappeared when Piercarlo Ghinzani, in the Zakspeed, mistook me for a similar black and white Osella and blocked me as I was trying to lap him. By the time I got by, Warwick was some 29



seconds ahead and although I closed the gap to 14 seconds by the end, the cause was lost. Anyway both the Tyrrell team and I were delighted with our first points finish of 1988 in 5th place. To cap a good weekend, even the weather was good for the helicopter trip home! Back home in England I made some changes to my choice of road car. I had previously run a Ford Sierra Cosworth RS500 which even in standard form is good for 150 mph or so. Not that I was content with that of course. You may recall the name of Steve Soper, world touring car driver for Ford. In fact he won Bathurst last year before his car was thrown out for some minor technical

infringement. Anyway, Steve is a very close friend of mine and managed to procure some Group A injectors and a new engine management system chip to convert the 225 horsepower machine into a 320 horsepower rocket! With that sort of power it would happily go off the clock (170 mph) and would do 0-100 mph in 9.7 seconds — quite a fit machine for a Grand Prix driver, don't you agree? Anyway the British police didn't agree and so in the interest of licence preservation I felt I should swap it for something rather more docile. I now enjoy the comfort and civilisation of a Ford Scorpio 4x4, though I must say its road holding with the four wheel

drive system is mighty impressive. I was quite looking forward to the Mexican Grand Prix. In 1986 I was lying 7th and about to take 6th for my best ever position with the Zakspeed before it ran out of fuel 2 laps from the end, and in 1987 I was 7th with the Tyrrell. I had high hopes of a good result this year. How wrong can you be? For some reason the high altitude, fast circuit just didn't get on with the latest Tyrrell 017 chassis at all and although I was 23rd on the first day of qualifying I was more than a little concerned that there wasn't much more to come and that non-qualifying was quite a possibility. Nevertheless it was very sobering when just that happened on the following day; this season 31 cars are trying to qualify for the 26 places on each Formula 1 grid and on this occasion I was pipped in literally the last minute of practice to end up 27th with Julian 29th. However disappointing it was being pipped the last minute, the fact remained that our cars clearly were not quick enough on the day and that we have considerable work to do on high speed circuits. I returned with all due haste to England but was home for just a week before setting back off across the Atlantic for Montreal and the Canadian Grand Prix. The Canadians had really worked hard on this circuit, building a tremendous new pits complex, even if it was preceded by a rather too quick and therefore dangerous 150 mph right left corner. Fortunately a revision of our set up proved more competitive and I lined up 19th on the grid with Julian 23rd. The Montreal circuit is actually quite enjoyable to drive on, with a combination of very tight hairpins, 3rd gear right left corners and a top gear 170 mph bend over a brow of a hill — all exciting stuff. I felt it on the final warm-up lap for the race. I didn't remember the floor to the footwell to be that soft — my right heel seemed to be resting on something other than carbon fibre floor pan. Dismissing it, I lined up to take the green light, making a good start and overtaking a couple of people immediately. To my dismay I discovered that I had something rolling around in my footwell and was sure I was going to have to pit to have it removed. After the race I discovered that it was part of a padded leg shield that had come loose. Knowing that a pit stop would effectively put me out of the race, I postponed doing so lap after lap, whilst juggling this object around with my heels until eventually, after what was one of the most tiring races of my career, I finally took the flag having worked my way up to 6th place by the end — to be fair, both Alliot and De Cesaris stopped on the last lap, handing me 6th as opposed to 8th, though I felt that was some justice for



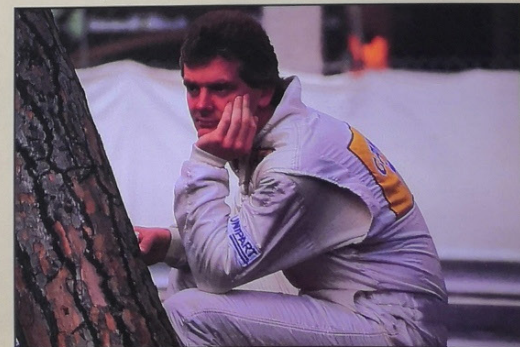
having put up with the frustration of the loose panel all race! Now I was looking forward to Detroit. Another street circuit and one which I have gone well on in the past. Things didn't start off very well though and that ultimately affected our position. Very uncharacteristically for Tyrrell, during the first practice my race car stopped after a few laps for lack of fuel pressure and having run back to jump in the spare car, that too stopped after a virtually identical number of laps when a joint in the rear suspension broke, necessitating a lengthy delay for repair and resetting up. With only 25 minutes of practice session left, there was little time to prepare for the afternoon qualifying. Now back in my race car I found the car handling reasonably well and posted 15th fastest time, confident that some more work refining the set up the following morning would see me up in the top 10. During the Saturday morning practice session things went according to plan and I picked up 2 seconds from the previous day. However to most people's dismay, the soaring temperatures resulted in the track losing a lot of grip by the afternoon and most drivers did not improve on

their Friday time as a result, me included. My ultimate grid place was therefore a disappointing 17th with Julian in 23rd place.

On race day prior to the Grand Prix itself we have a final practice session, the warm-up. During this practice we run the car on full tanks — often for the first time — for final race preparation. A few more changes had the car feeling really good and I was delighted with my 8th fastest time — a personal best — from this session. Fortunately too it was a sign of things to come. As the lights went green I soon realised that this was a pretty bad place to be at the start of a Grand Prix on a tight circuit like Detroit. It really was a huge traffic jam and to my utter disbelief I was only between the second and third corners when everybody up ahead suddenly slowed to a standstill and in the resulting flurry of wheel locking my left front wing disappeared. I was numb with disbelief — only two corners complete and my race seemed over!

I lost a minute in the pits and came out as aggressive as I've ever been. I was actually taking 7 seconds a lap off the tail enders, lapping at similar speeds to Boutsen's 3rd place Benetton. I battled away lap after lap, gradually closing on and overtaking successive cars in front, including my own team-mate, to be placed 9th by 40 of the 67 laps. Then struck blow two. I had been having some trouble with the throttle running on going into corners and eventually spun trying to hold on to the brakes to reduce the problem. Again I could hardly believe it, though fortunately, the marshals soon push started me. By now it was a real nothing to loose situation and I simply drove as hard as I could and, to the great satisfaction of both myself and the team, moved up to 5th place by the flag.

So there we are, 6 races gone, 5 points in the bag, another 10 races to go — hopefully enough time for us to develop the Tyrrell to a more competitive car on the faster circuits which are now coming up.



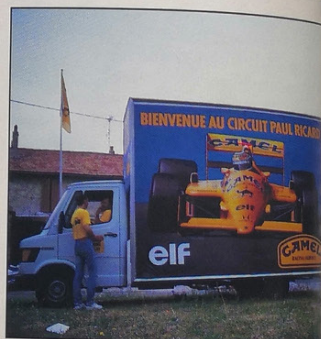
TRUCKS

FRENCH

G R A N D P R I X



The French GP may well be deemed the turning point of the season, the stage at which Alain Prost stopped driving for points, and began to exert himself.



BY MAURICE HAMILTON



At the moment I am happy to stay low and score points. Then in the second half of the season maybe we'll see..." That was Alain Prost speaking immediately after his Monaco success, but it wasn't quite the middle of the season when he demonstrated just what he meant at Paul Ricard.

There was a steeliness unusual in the 1988 Prost, who has never tried to hide his dislike of risk taking in qualifying or overtaking. Yet in France he dominated practice to the chagrin of Senna, who had needed just one more fastest time to set a new record of seven consecutive pole positions.

Starts haven't always been Alain's forte this year, but at Ricard he made no mistake as Gerhard Berger edged his third-on-the-grid Ferrari ahead of Senna for a fraction before the Brazilian reassured himself.

And then it began. So far this year the racing at the head of the field has become boring because of McLaren's domination, but in Ricard things were different. In the opening laps Prost eased out a 3.5 second cushion until he began to get among the first stragglers as early as lap 18, and then Senna's superior — read less cautious — style of passing enabled him to close the gap dramatically.

McLaren running one-two was nothing new, but the way the two drivers were going certainly was. This wasn't like Imola where Prost played catch-up after nearly stalling on the line. Nor Monaco where he pressured from a long way back. Nor even Mexico, where Ayrton had tried to conserve his rubber after the pop-off valve spoiled his start. Instead it was an honest-to-God battle for the lead between the two current best drivers.

On lap 34 Senna, second, came in for his stop for fresh Goodyears. Prost was in two laps later, but his mechanics were a little rusty and he lost three seconds before resuming, now that distance behind Ayrton. Far from being all over, however, the race was just beginning. Ten laps before his stop, Senna had felt his gearchange going spongy, just as it had in Imola. But where it had stabilised there, this time it got worse to the point where he couldn't be sure of getting the right gear. Worse, he dared not rely on engine braking. On the wheel brakes alone he began losing precious fractions, his car now destabilised. Lap by lap Prost hunted him down. They were nose to tail as the partisan crowd went wild on lap 53, then on lap 61 came the dramatic denouement.

Nelson Piquet was about to be lapped in his Camel Lotus and had been watching the approaching Marlboro McLarens



with a keen eye. "I saw what was going on and moved over to make it easy for them," he admitted. Less easy, however, were Alex Caffi and Pier Luigi Martini. The Dallara driver was fighting back after his stop and saw his chance to pass Martini as they went into the right-hand Bendor corner just after the superfast Signes. Senna was right with them at that point and thought about a move before realising his car was too unstable for the braking he'd require at Beausset, which follows immediately. Prost, meanwhile, having assessed his teammate's difficulties for the past 15 laps, simply nailed them all down the inside. "I don't like to take risks where the price is high, but here there is no risk," he winked later.

His manoeuvre was sensational, exactly the kind of thing we've come to expect from Senna, but wholly out of character for the more prudent Frenchman. Yet there he was, slicing through into a lead he held thereafter. It was his 32nd win in 128 Grands Prix, bringing him an amazing 25 per cent success record. Trying to stop those McLaren-Hondas is fast becoming as rewarding as trying to bale water from the Titanic, and in France only Ferrari and Benetton look remotely as if they were tackling the task with anything other than a teacup. The wind of change is certainly howling through the corridors at Maranello, and now that Harvey Postlethwaite has departed for Tyrrell John Barnard is in sole charge of the engineering side. At Ricard the F187s looked respectable as Berger slapped in a brilliant qualifying lap in the 1m 08s with Senna. Alboreto, meanwhile, accepting his replacement by Mansell with the quiet dignity you'd expect, lined up fourth but chose a better race set-up. Berger opted for low

downforce and stayed with Senna initially before ruining his Goodyears early on as he slid helplessly around, but yet again the Austrian underlined his aggressive approach with two quick spins and third fastest lap, a mere hundredth slower than Senna.

On this occasion, however, it was Alboreto who maintained the upper hand, the Italian driving smoothly into third place as the last unlapped runner. "My car was perfect all day," he smiled. "It handled well, but it just wasn't fast

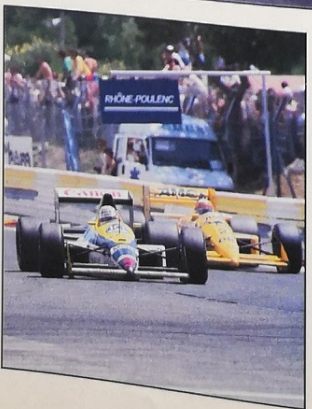


enough..."

Neither were the Benetton, although they again gave a fine account of themselves as the best normally aspirated machines. After some strong testing performances at the venue, the Witney team went to Ricard with high hopes, but they proved a little too high. Nevertheless, breaking into the 1m 09s in qualifying was a superb performance on behalf of Thierry Boutsen and Alessandro Nannini, who ran the early laps in that formation until the Belgian's Cosworth DFR began misfiring and then expired in the pit road.

The most matured driver this year, Sandro then flew the flag, unable to get on terms with Piquet but capable of holding the gap over Satoru Nakajima as the race drew to its close. Lotus had made progress, however, as Piquet ran Bilstein's new electronic damping system. "It definitely makes the traction better in the fast corners," he admitted after qualifying, and that is at an early stage of development. The 100T, however, was still no match for the similarly-powered McLarens, but Nelson was edging in on Berger as the MP4/4s came up to lap him.

"Then second gear broke, literally just as they had gone by, so I had to settle for fifth..." Nannini followed him home with the B188 understeering more and more each time its Goodyears passed their peak, while the bold Nakajima could barely stand afterwards as his



right leg was totally numb as his mounting had broken and he'd obliged to brace himself against the chassis.

Early in the race he'd missed a shift of Derek Warwick's Arrows as the Englishman braked sharply and into the barriers. Neither Warwick nor Eddie Cheever was happy with the performance of the USF&G Arrows which lacked sheer speed. Cheever also lacked rear-end grip by the end of the race, gobbling its Goodyears.

As his pace slowed the Leyton Ho March 881s of Mauricio Gugelmin and Ivan Capelli elbowed past for eighth and ninth places, and then Andrea de Cesaris squeezed ahead on the last lap. Revised front suspension improved Marches, but qualifying was a nightmare of broken Judds and frustrated laps. Gugelmin had a misfire from the start of the race and spent a lot of time picking his way by Stefano Modena and well-driven Euro Brun and Philippe Alliot in the Larrousse Calmels Lola. he opted to stay out on his original set of Goodyears, reasoning: "Once they lost their initial grip they didn't wear out any more, so it was worth it." Capelli delayed his stop as he was

enjoying sixth place on lap 45, but it was a mistake as he was thereafter unable to make up lost ground. The Detroit-injured leg proving no handicap, he described his car as "fantastic" throughout as the team continued to polish its reliability.

So too does Rial, and de Cesaris was a contender for a point until a mechanical fudged his tyre stop and left designer Gustav Brunner fearful of trying to communicate on the radio link! The Italian nearly collided with the aggressive Cheever on that final lap, but just edged ahead for a deserved, albeit disappointing, 10th place. In case you're wondering where the Williams FW12s finished, the answer



should be familiar, for neither lasted beyond lap 49. Just off Benetton's qualifying pace, the Didcot cars disappointed Patrese on lap 36 when he finally quit a losing battle with a broken brake balance bar, and Mansell 13 laps later when a rear suspension link broke. "I felt the car was losing power again," he disclosed. "And while I had Nannini in my sights, I wasn't in any position to challenge him."

Just as in Detroit, Caffi starred in the neat little Bms Dallara, pushing it into contention for de Cesaris' eventual 10th before a gashed tyre hurt his

new Elf fuel proved so volatile it burned through the fuel cell and began to eat into his more sensitive zones. He was rushed to the local infirmary for some urgent soothing treatment...

While both Minardis started and finished, Piero Martini was delayed by faulty electrics and lost seven laps, the Osella stranded Nicola Larini after he had scrapped with them in the early laps. After the FA1J began understeering badly he pitted to adjust the wings, but rolled to a stony halt on lap 57 when a driveshaft broke. At least that was bet-

zissen honour when team-mate Ghinzani was thrown out for ignoring a weight check. The German lasted four laps, most of them doomed after his gear had broken on the second lap. The French GP may well be deemed a turning point of the season, the stage on which Alain Prost stopped driving for points, and began to exert himself. His 32nd win was one of his best but Senna — fairly — was the first to point out the prospect of both men actually racing for the world title, which one will inevitably win, suddenly added a fresh and much needed — dimension — McLaren's continued domination.



progress and obliged him to settle for 12th ahead of the lacklustre Yannick Dalmas, who has lost steam after his Canadian qualifying shunt. Team-mate Alliot was quicker, fighting strongly with the understeering Modena (whose partner Larrauri incredibly had incidents with Berger in both qualifying sessions) until his Lola yet again ran into electronics problems which prompted first a spin, then retirement.

The other home interest centred on AGS after Guy Ligier's JS31s both failed to get 40th birthday boy René Arnoux and Stefan Johansson a race. Sadly, Philippe Streiff was sidelined after some

ter fortune than Gabriele Tarquini experienced in the gripless Coloni, which failed to pre-qualify.

Almost as gripless, the Tyrrells again struggled, Bailey failing to make the cut for the race although he was a mere three tenths slower than Jonathan Palmer. The Flying Doctor raced as hard as ever to hold 16th place on lap 34, but shortly afterwards his new development Cosworth DFZ "began to make nasty noises, so I switched it off". With Larrauri's clutch failing, the final retirement was Bernd Schneider, who'd qualified for only his second GP in the West Zakspeed and upheld Nieder-



DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver
1	Alain Prost
2	Ayrton Senna
3	Gerhard Berger
4	Nelson Piquet
4	Michele Alboreto
6	Thierry Boutsen
7	Derek Warwick
8	Jonathan Palmer
9	Andrea de Cesaris
10	Ivan Capelli
10	Alessandro Nannini
12	Pier Luigi Martini
12	Eddie Cheever
12	Riccardo Patrese
12	Satoru Nakajima

CONSTRUCTORS' WORLD CHAMPIONSHIP

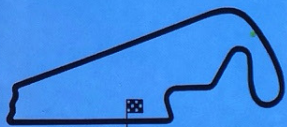
Pos	Driver
1	McLaren
2	Ferrari
3	Lotus
4	Benetton
5	Arrows
6	Tyrrell
7	Rial
8	March
9	Minardi
9	Williams



1988 FRENCH FORMULA ONE GRAND PRIX

LENGTH

3.813 km
2.369 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m 11.737s	45
Ayrton Senna	1m 11.856s	8
Gerhard Berger	1m 11.866s	25
Michele Alboreto	1m 12.002s	46
Nelson Piquet	1m 12.357s	54
Alessandro Nannini	1m 12.570s	70
Andrea de Cesaris	1m 12.814s	54
Alex Caffi	1m 12.970s	48
Satoru Nakajima	1m 12.979s	70
Ivan Capelli	1m 13.143s	52
Eddie Cheever	1m 13.321s	41
Mauricio Gugelmin	1m 13.567s	71
Nigel Mansell	1m 13.671s	41
Thierry Boutsen	1m 13.669s	6
Bernard Schneider	1m 13.844s	55
Yannick Dalmas	1m 13.968s	53
Derek Warwick	1m 14.197s	5
Luis Perez Sala	1m 14.198s	46
Stefano Modena	1m 14.319s	59
Pier Luigi Martini	1m 14.551s	72
Philippe Alliot	1m 14.594s	40
Nicola Larini	1m 14.741s	34
Philippe Streiff	1m 14.800s	5
Riccardo Patrese	1m 15.014s	6
Oscar Larrauri	1m 15.487s	63
Jonathan Palmer	1m 15.490s	39

OFFICIAL STARTING GRID

A. SENNA (1m 08.067s) McLaren-Honda V6/c	(1) A. PROST (1m 07.589s) McLaren-Honda V6/c
M. Alboreto (1m 09.422s) Ferrari V6/c	(2) G. BERGER (1m 08.282s) Ferrari V6/c
A. NANNINI (1m 09.718s) Benetton-Cos DFR	(3) T. BOUTSEN (1m 09.587s) Benetton-Cos DFR
S. NAKAJIMA (1m 10.250s) Lotus-Honda V6/c	(4) N. PIQUET (1m 09.734s) Lotus-Honda V6/c
I. CAPELLI (1m 10.496s) March-Judd V8	(5) N. MANSELL (1m 10.337s) Williams-Judd V8
A. DE CESARIS (1m 10.861s) Rial-Cos DFZ	(6) D. WARWICK (1m 10.634s) Arrows-BMW 4 cyl t/c
A. CAFFI (1m 11.211s) BMS Dallara-Cos DFZ	(7) E. CHEEVER (1m 10.979s) Arrows-BMW 4 cyl t/c
M. GUGELMIN (1m 11.315s) March-Judd V8	(8) R. PATRESE (1m 11.286s) Williams-Judd V8
P. ALLIOT (1m 11.511s) Lola-Cos DFZ	(9) P. STREIFF (1m 11.466s) AGS-Cos DFZ
S. MODENA (1m 12.007s) Euro Brun-Cos DFZ	(10) Y. DALMAS (1m 11.747s) Lola-Cos DFZ
P. MARTINI (1m 12.268s) Minardi-Cos DFZ	(11) B. SCHNEIDER (1m 12.026s) Zakspeed 4 cyl t/c
N. LARINI (1m 12.406s) Osella Alfa V8/c	(12) J. PALMER (1m 12.316s) Tyrrell-Cos DFZ
O. LARRAURI (1m 12.538s) Euro Brun-Cos DFZ	(13) L. PEREZ SALA (1m 12.525s) Minardi-Cos DFZ

Did not qualify:
25 R. Arnoux (Ligier) 1m 12.654s
4 J. Bailey (Tyrrell) 1m 12.697s
26 S. Johansson (Ligier) 1m 12.801s
Disqualified for rule infringement:
9 P. Ghinzani (Zakspeed) 1m 12.121s

RACE CLASSIFICATION AND RETIREMENTS AFTER 80 LAPS

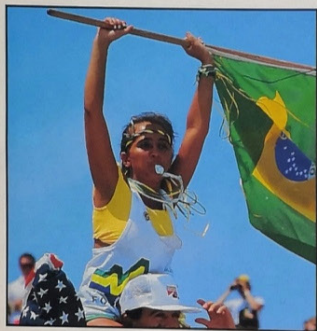
Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/km/h)
1	Alain Prost	Fra	McLaren-Honda	80	1h 37m 37.328s	116.496/187.442
2	Ayrton Senna	Bra	McLaren-Honda	80	1h 38m 09.080s	115.868/186.471
3	Michele Alboreto	Ita	Ferrari	80	1h 38m 43.833s	115.188/185.371
4	Gerhard Berger	Aut	Ferrari	79	1h 37m 45.593s	114.878/184.878
5	Nelson Piquet	Bra	Lotus-Honda	79	1h 37m 49.333s	114.805/184.701
6	Sandro Nannini	Ita	Benetton-Ford	79	1h 38m 04.761s	114.503/184.272
7	Satoru Nakajima	Jpn	Lotus-Honda	79		
8	Mauricio Gugelmin	Bra	March-Judd	79		
9	Ivan Capelli	Ita	March-Judd	79		
10	Andrea de Cesaris	Ita	Rial-Ford	78		
11	Eddie Cheever	USA	Arrows-Megatron	78		
12	Alex Caffi	Ita	Dallara-Ford	78		
13	Yannick Dalmas	Fra	Lola-Ford	78		
14	Stefano Modena	Ita	Euro Brun-Ford	77		
15	Pier Luigi Martini	Ita	Minardi-Ford	77		
	Luis Sala	Spa	Minardi-Ford	70		
	Oscar Larrauri	Arg	Euro Brun-Ford	65	Clutch	
	Nicola Larini	Ita	Osella-Alfa	57	Driveshaft	
	Bernd Schneider	Ger	Zakspeed	56	Gearbox	
	Nigel Mansell	GB	Williams-Judd	49	Rear suspension	
	Philippe Alliot	Fra	Lola-Ford	47	Electronics	
	Jonathan Palmer	GB	Tyrrell-Ford	41	Engine	
	Riccardo Patrese	Ita	Williams-Judd	36	Brake balance	
	Thierry Boutsen	Bel	Benetton-Ford	29	Engine	
	Philippe Streiff	Fra	AGS-Ford	21	Fuel leak	
	Derek Warwick	GB	Arrows-Megatron	12	Spun off/accident	

Fastest Lap: Prost, on lap 45, 1m 11.737s, 118.899mph/191.349km/h

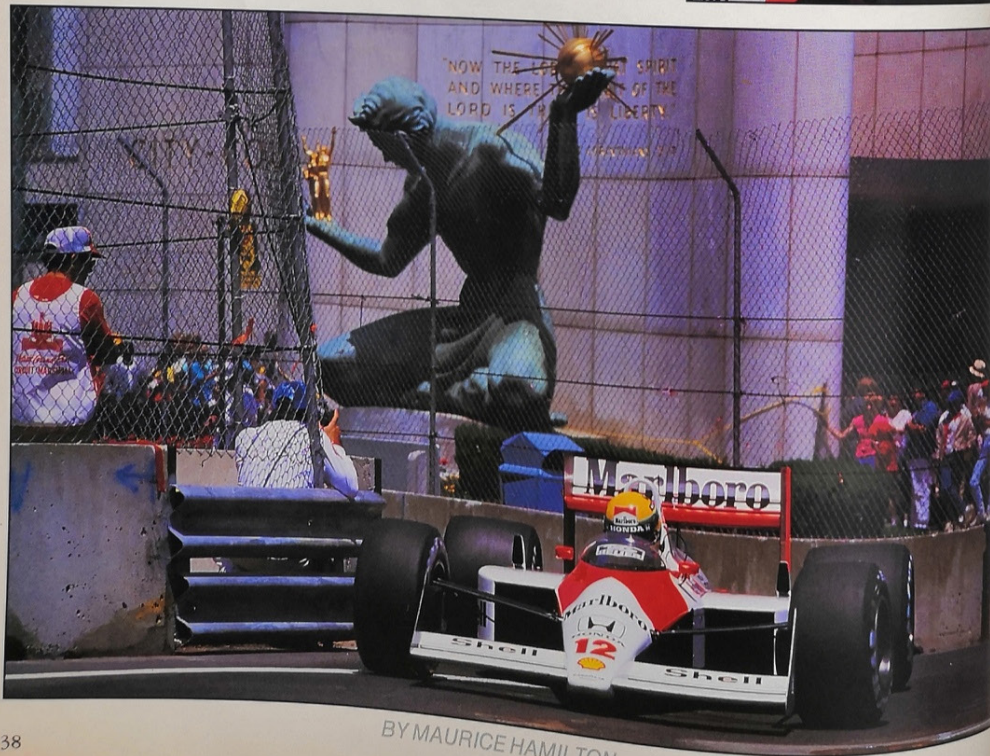
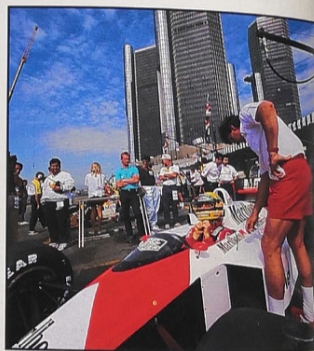


USA

GRAND PRIX



In Detroit, the drivers were not racing against each other; they were competing with a track surface which broke up after 20 minutes. And the Grand Prix lasted for another hour and a half. It was the last thing Formula 1 needed.



BY MAURICE HAMILTON



DOMINIQUE LEROY

Six wins in a row for McLaren; three in succession for Ayrton Senna at Detroit; his sixth pole position of the season; the 200th pole for Goodyear; the third one-two for McLaren. You name it, we had every statistic in the book. But we didn't have a motor race. In Detroit, the drivers were not racing against each other; they were competing with a track surface which broke up after 20 minutes. And the Grand Prix lasted for another hour and a half. It was the last thing Formula 1 needed.

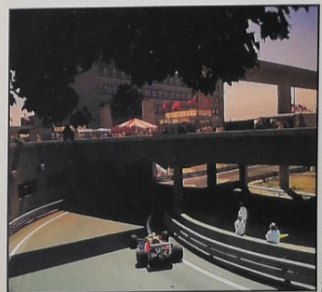
Detroit — Motown — Racing on the streets. The imagery is perfect. The reality, however, is something else. Alain Prost: 'This track is ridiculous. And the problem is that the American people judge Grand Prix racing by what they see here. They think it's a bit bit of a joke that we can only average 85mph round this circuit when Indy cars average over 200mph. And, in a way, they're right. You can't appreciate the full potential of a Grand Prix car here and we can't drive them properly.' Having said that, Prost went out on Friday afternoon and set second fastest time. 'I may not agree with racing here,' he said. 'But that does not mean I won't be trying.' It was a statement which must have caused some despair among rivals searching for a chink, no matter how small, in the McLaren armour. And, to really rub it in, Ayrton Senna was fastest — 1.5 seconds quicker than Prost! And it only took the Brazilian five laps to establish his time. The doom and gloom set in early along the remainder of the pit wall.

Saturday morning and it was more of the same during the free practice period; Senna and Prost went quicker still. The final qualifying hardly seemed worth waiting for. Which, in a manner of speaking, turned out to be true, particularly if a driver didn't take to the track during the first ten minutes.

Temperatures were nudging the nineties again and this was the first time we had experienced two sultry days in succession at Detroit. Suddenly, the track began to break up. Fortunately for Ferrari, Gerhard Berger and Michele Alboreto went out the minute the circuit was open and they moved ahead of Prost on the time sheet. It was enough to make Senna reach for his helmet but, try as he might, he could not improve on Friday's time. And neither could Prost. It was too late. The crumbling asphalt meant all grip had left the track surface but at least that gave us the sight of Ferrari on the front row for the first time since Monaco. Prost, back in fourth place, would have his work cut out.



DOMINIQUE LEROY



DOMINIQUE LEROY



DOMINIQUE LEROY

The drama associated with conducting a Formula 1 car around this circuit had made an impression on the drivers and, to a man, they were not looking forward to the race. The forecast said it would be hotter still and, inbetween, TransAm saloons would be churning the surface. Overnight, officials laid down quick-drying cement and that seemed durable enough. Too durable, in fact. In the race morning warm-up, drivers discovered that it was tearing at their tyres. Now, there was the added complication of pit stops for fresh rubber...

Ayrton Senna's first priority, however, was to reach the first corner before Gerhard Berger. This he did, despite the menacing form of the red car buzzing his right shoulder. And, from then on, Senna was not troubled by anyone for the rest of the afternoon.

Prost set to work immediately despite allowing the Benetton-Ford of Thierry Boutsen to bundle him down to fifth place at the start. By the end of lap two, Prost was fourth; two laps later he was third, ahead of Alboreto, and a lap after that, he displaced Berger. Senna was already six seconds clear and pulling away. It was the closest Prost would get to his team-mate.

Berger, meanwhile, was under pressure from Alboreto and Boutsen, the Italian taking third place on lap seven. Halfway round the next lap, Berger pulled off, his left-rear tyre punctured — possibly due to a nudge from Boutsen's front wing. One way and another, the Benettons would cause a certain amount of mayhem within the Ferrari team. With Berger out of the way, Boutsen took third place from Alboreto and, almost immediately, Michele was having to defend fourth position from an attack by Alessandro Nannini's Benetton. Nannini had been experiencing trouble with locking front brakes and he was thinking twice before

attacking the Ferrari. Nonetheless, he was keen to get by since his team-mate was pulling away and, on lap eight, he had a look at the inside under braking for Turn 10. To Nannini's surprise, Alboreto braked earlier than expected and, with his locked front wheels pouring smoke, Nannini collided with the rear of the Ferrari as Alboreto turned into the left-hander.

Alboreto half-spun and it took some time to get going again, parked as he was on the exit of a blind corner. After making a stop for tyres and a precautionary check-over, Alboreto was on his way, storming through the back of the field before spinning off for good later in the race. It seemed unjust that Nannini should escape unharmed but, in fact, the incident had damaged his front suspension. After 15 laps, he gave up the unequal struggle.

This activity had allowed the Williams-Judd of Nigel Mansell and Riccardo Patrese to move into fourth and fifth places. Mansell was surprised to be there since the reactive suspension was still proving to be less than predictable and, into the bargain, Mansell's race car had broken its transmission during the final warm-up lap. Hitching a ride on the back of Cheever's Arrows, Mansell returned to the pits and jumped into his spare car



— which was not so well set up. Nonetheless, a couple of championship points seemed to be beckoning at last. Then a warning light came on and the engine died. Patrese lasted for another eight laps before coasting to a halt at exactly the same spot with an identical complaint. All of which meant we had some new racers in the top six — albeit more than a minute behind the leading trio.

Andrea de Cesaris in the Rial was battling mightily with the March-Judd of Mauricio Gugelmin and the Minardi of Pierluigi Martini, the latter driver replacing Adrian Campos, who had decided to quit Formula 1.



Gugelmin's excellent drive would end until lap 35 when the engine failed in a disappointing end for the March team following the withdrawal of Ivan Capelli on Saturday. Capelli had snagged the beginning of the pit lane as he hurried through the chicane, resulting collision throwing debris into the pit lane and injuring three of four officials and mechanics — none of them seriously. As for Capelli, a fracture in the side of his left foot meant plaster from toe to knee and the race

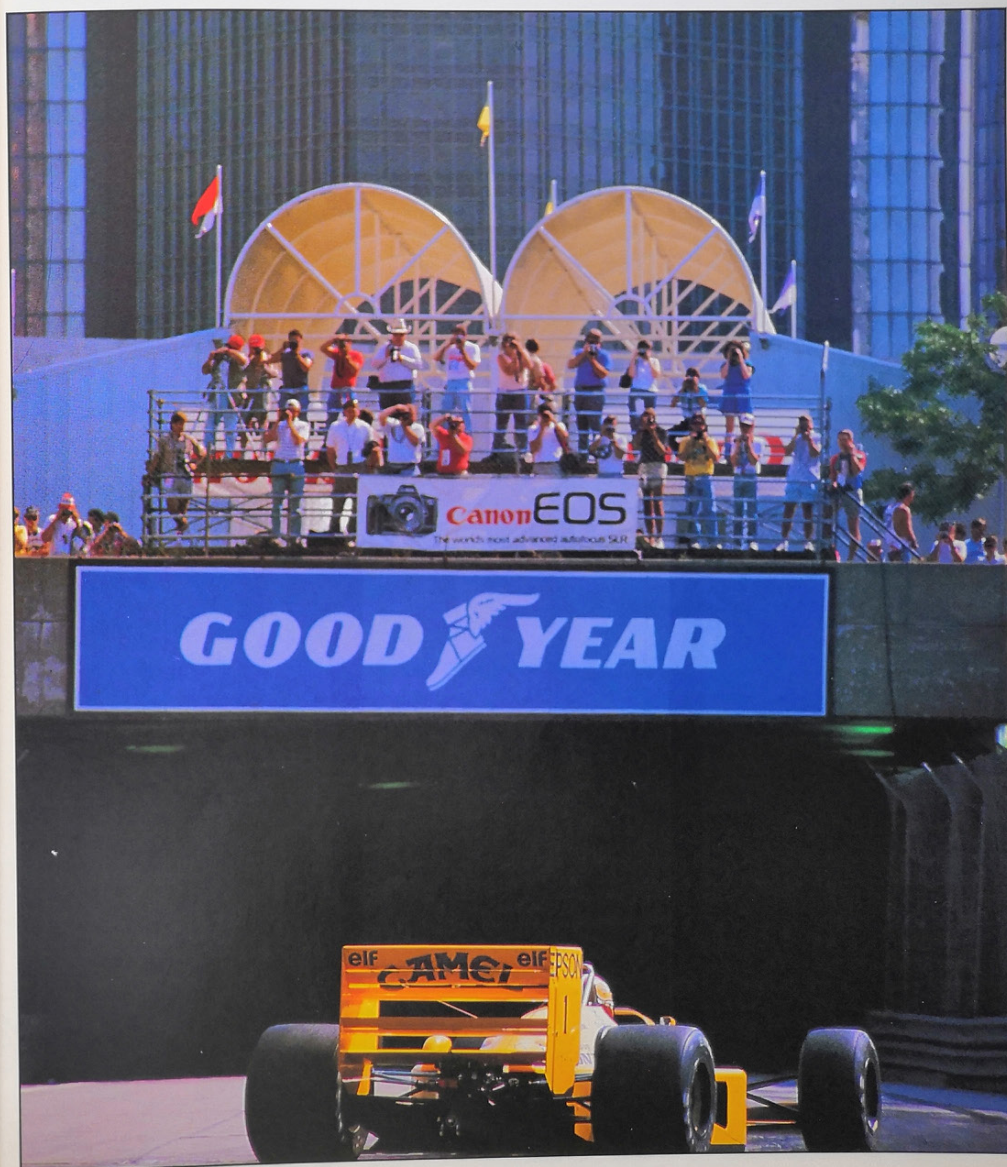
of a spectator for the remainder of the weekend.

Gugelmin's departure elevated Martin who had not driven a Formula 1 car for more than 18 months, into an excellent fifth place. But not for long. The driver of a fairly tedious race came from Jonathan Palmer who, at the end of lap one, had been in the pits to attend to collision damage. Repairs to the nose cone of the Tyrrell cost Palmer almost a lap and he rejoined dead last. Suitably annoyed with himself, Palmer set the eighth fastest lap of the race as he worked his way towards the top six, finding time to indulge in a quick spin. But the measure of his performance was the continuation of his energetic pace, even when the track was in a disgusting state. For the final ten laps or so, Palmer was the fastest man on the track and he even unlapped himself as he overtook Senna, the leader admittedly applying great caution.

Indeed, both McLaren drivers had time to call into the pits to change tyres at the 40 lap mark and their main objective was to keep motoring without making a mistake — something which Nelson Piquet had not managed to achieve, the reigning World Champion parking his Lotus-Honda against the wall. The racing line was fringed by gravel which made overtaking backmarkers a hazardous business. And Prost had the additional problem of coping with a baulky gearchange. But he finished

second, his best-ever result at a circuit he detests.

For Senna, it was three in a row at Detroit and the championship gap had been narrowed from 15 to 12 points. Boutsen drove faultlessly, did the best he could, and finished third. 'My car was perfect from beginning to end,' he said. 'The only thing wrong was that it wasn't a McLaren.' And, as a result of that simple fact and a track surface which was palpably unsuitable, it was hardly a motor race either. ■

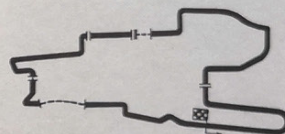




1988 USA FORMULA ONE GRAND PRIX

LENGTH

4.023 km
2.500 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m 44.836s	4
Ayrton Senna	1m 44.992s	8
Gerhard Berger	1m 45.508s	3
Thierry Boutsen	1m 45.714s	13
Michele Alboreto	1m 45.878s	4
Nigel Mansell	1m 46.044s	4
Alessandro Nannini	1m 46.125s	6
Riccardo Patrese	1m 46.632s	5
Jonathan Palmer	1m 46.905s	4
Derek Warwick	1m 47.030s	5
Nelson Piquet	1m 47.137s	4
Philippe Streiff	1m 47.326s	5
Andrea de Cesaris	1m 47.594s	4
Eddie Cheever	1m 47.739s	6
Stefano Modena	1m 48.243s	9
Alex Caffi	1m 48.951s	8
Mauricio Gugelmin	1m 49.224s	18
Pierluigi Martini	1m 49.236s	8
Julian Bailey	1m 49.330s	7
Rene Arnoux	1m 49.554s	8
Oscar Larrauri	1m 49.782s	5
Yannick Dalmas	1m 49.946s	12
Philippe Alliot	1m 50.223s	37
Stefano Modena	1m 50.260s	2
Nicola Larini	1m 50.703s	7
Luis Sala	1m 51.855s	45

OFFICIAL STARTING GRID

SENNA (1m 40.606s) McLaren-Honda MP4/4	(1) BERGER (1m 41.464s) Ferrari F1/87/88C
ALBORETO (1m 41.700s) Ferrari F1/87/88C	(2) PROST (1m 41.019s) McLaren-Honda MP4/4
BOUTSEN (1m 42.690s) Benetton-Ford B188	(3) MANSELL (1m 42.897s) Williams-Judd FW12
NANNINI (1m 43.117s) Benetton-Ford B188	(4) PIQUET (1m 43.314s) Lotus-Honda 100T
WARWICK (1m 43.799s) Arrows-Megatron A10B	(5) PATRESE (1m 43.810s) Williams-Judd FW12
STREIFF (1m 44.204s) AGS-Ford JH23	(6) DE CESARIS (1m 44.216s) Rial-Ford ARC1
GUGELMIN (1m 44.474s) March-Judd 881	(7) ALLIOT (1m 44.590s) Lola-Ford LC88
CHEEVER (1m 44.948s) Arrows-Megatron A10B	(8) MARTINI (1m 45.048s) Minardi-Ford M188
PALMER (1m 45.268s) Tyrrell-Ford 017	(9) JOHANSSON (1m 45.275s) Ligier-Judd JS31
MODENA (1m 45.304s) Euro Brun-Ford ER188	(10) ARNOUX (1m 45.437s) Ligier-Judd JS31
CAFFI (1m 45.750s) Dallara-Ford F188	(11) BAILEY (1m 46.286s) Tyrrell-Ford 017
Larrauri (1m 46.390s) Euro Brun-Ford ER188	(12) DALMAS (1m 46.422s) Lola-Ford LC88
SALA (1m 46.593s) Minardi-Ford M188	(13) LARINI (1m 46.623s) Osella-Alfa Romeo FAIL

Did not start:

- 16. Capelli (March-Judd 881), 1m 45.544s — injured during Saturday practice
- 2. Nakajima (Lotus-Honda 100T), 1m 47.243s — failed to qualify
- 10. Schneider (Zakspeed 881), 1m 48.249s — failed to qualify
- 9. Ghinzani (Zakspeed 881), 1m 48.925s — failed to qualify
- 31. Tarquini (Coloni-Ford CF188) — failed to pre-qualify

DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	45
2	Ayrton Senna	33
3	Gerhard Berger	18
4 =	Thierry Boutsen	11
4 =	Nelson Piquet	11
6	Michele Alboreto	9
7	Derek Warwick	8
8	Jonathan Palmer	5
9	Andrea de Cesaris	3
10	Ivan Capelli	2
11 =	Pierluigi Martini	1
11 =	Alessandro Nannini	1
11 =	Eddie Cheever	1
11 =	Riccardo Patrese	1
11 =	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren-Honda	78
2	Ferrari	27
3 =	Benetton	12
3 =	Lotus	12
5	Arrows	9
6	Rial	2
8	March	2
9 =	Minardi	1
9 =	Williams	1

RACE CLASSIFICATION AND RETIREMENTS AFTER 63 LAPS

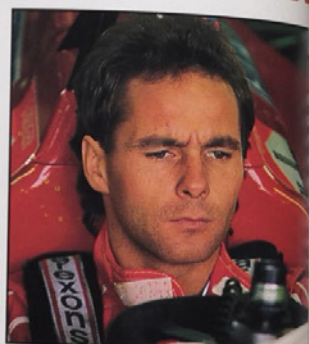
Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/km/h)
1	Ayrton Senna	Bra	McLaren-Honda t/c V6	63	1hr 54m 56.035s (82.221/132.322)	
2	Alain Prost	Fra	McLaren-Honda t/c V6	63	1hr 55m 34.748s (81.762/131.583)	
3	Thierry Boutsen	Bel	Benetton-Ford V8	62		
4	Andrea de Cesaris	Ita	Rial-Ford V8	62		
5	Jonathan Palmer	GB	Tyrrell-Ford V8	62		
6	Pierluigi Martini	Ita	Minardi-Ford V8	62		
7	Yannick Dalmas	Fra	Lola-Ford V8	61		
8	Alex Caffi	Ita	Dallara-Ford V8	61		
9	Julian Bailey	GB	Tyrrell-Ford V8	59	Accident	
	Luis Sala	Spa	Minardi-Ford V8	54	Gearbox	
	Philippe Alliot	Fra	Lola-Ford V8	46	Gearbox	
	Stefano Modena	Ita	Euro Brun-Ford V8	46	Accident	
	Michele Alboreto	Ita	Ferrari t/c V6	45	Accident	
	Rene Arnoux	Fra	Ligier-Judd V8	45	Engine	
	Mauricio Gugelmin	Bra	March-Judd V8	34	Engine	
	Riccardo Patrese	Ita	Williams-Judd V8	26	Electrics	
	Nelson Piquet	Bra	Lotus-Honda t/c V6	26	Accident	
	Oscar Larrauri	Ita	Euro Brun-Ford V8	26	Gearbox	
	Derek Warwick	GB	Arrows-Megatron t/c 4	24	Accident	
	Nigel Mansell	GB	Williams-Judd V8	18	Electrics	
	Philippe Streiff	Fra	AGS-Ford V8	15	Suspension	
	Alessandro Nannini	Ita	Benetton-Ford V8	14	Suspension damage	
	Eddie Cheever	USA	Arrows-Megatron t/c 4	14	Engine	
	Nicola Larini	Ita	Osella-Alfa Romeo t/c V8	7	Engine	
	Gerhard Berger	Aut	Ferrari t/c V6	6	Puncture	
	Stefan Johansson	Swe	Ligier-Judd V8	2	Engine	

Fastest lap — Prost on lap 4, 1m 44.836s — 85.848km/138.159 km/h.

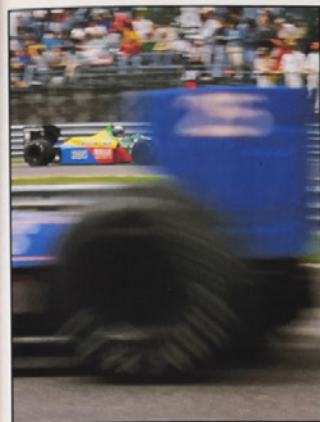
CANADIAN GRAND PRIX



The left-rear wheel took most of the impact but, for a few seconds, Warwick did not move. It took a while for the rescuers to remove him from the car but, when he finally emerged, it was a relief to find that, apart from being extremely sore, he was uninjured.



BY MAURICE HAMILTON



Don't tell anyone, but we actually saw one car pass another for the lead. It was a measure of boredom built into the season so far. It was also a sign of how competitive the McLaren team have been; Prost and Senna running near-identical cars and lapping with clinical consistency.

But in Montreal, for round five of the championship, Ayrton's car was set-up differently to Alain's. The alterations may have been tiny, but they were enough to give Senna an edge. And so, praise be, he overtook his team-mate. An then went on to claim his second win of the year to make it five out of five for McLaren. End of story.

But it didn't seem that simple before the start. In fact, in a moment of rash optimism, we thought we might actually have a race on our hands. Stupid I know, but when the Honda McLaren team have, as usual, dominated every qualifying session, the temptation is to clutch at any passing straw.

On this occasion, Thierry Boutsen pushed out a liferaft of hope when he set the second fastest time during the warm-up on race morning. The McLarens, third and sixth, were in trouble with their fuel consumption! Had to be! Without even questioning the fact that Prost and Senna are so competitive, their cars so efficient, that they could probably manage to pull away and then cruise and save fuel, the pit lane looked to the normally aspirated Benetton-Ford for salvation.

Yes, Alboreto's Ferrari had been fastest during the warm-up but the Italian held little hope of keeping that up and making the fuel last over 69 laps of the 2.728-mile track. This would be the longest race of the season and, with the proliferation of second and third gear corners calling for hard acceleration, fuel consumption would be as crucial as it had been at Imola. Perhaps more

so. And, with the Benetton carrying 65 litres more than the turbos could manage with their mandatory 150 litres, the Canadian Grand Prix represented Benetton's best chance of scoring a win.

Peter Collins, team manager at Benetton, wasn't so sure. Much as he would have liked to have obliged the vast number of people in the pit lane keen to see some variety in Formula One, Collins was astute enough to stand back and view the McLaren-Honda package as a race-winning proposition. 'Okay, so it would seem they have a fuel consumption problem, judging by the warm-up times,' he said. 'But at the end of the day, you have to be realistic and



remember what they did at Imola. They beat everyone — by a lap. I think we're looking at third here.'

After the putrid air of Mexico City, the fresh breeze blowing off the St. Lawrence Seaway made a delightful contrast. After being absent from the calendar last year, the Canadian Grand Prix returned in slightly revised form. A battle between rival breweries had seen sponsorship switch from Labatts to Molson and the battle between FOCA and the organisers for better pits had seen the erection of a new complex and start/finish area at the bottom end of the circuit.

To accommodate the pits, the circuit had been altered slightly and the drivers were critical of the resulting locations of the pit lane exit and entrance. Worse than that, the corner leading onto the pit straight was a very fast fourth or fifth gear right-left sweep — with barely a couple of feet of run-off area before a concrete wall waited to trap the unwary.

Derek Warwick found out about the strength of both the wall and his car when he spun off during final practice on Saturday afternoon. Moments before the Arrows arrived at the corner, Philippe Streiff had taken to the grass, flicking a fine powder of dust onto the racing line. With no warning flags in evidence, Warwick found the dirt as he arrived flat-out at the corner, the Arrows half-spinning before being launched by the kerb, almost tipping end-over-end before slamming into the outside wall — backwards.

The left-rear wheel took most of the impact but, for a few seconds, Warwick did not move. It took a while for the rescuers to remove him from the car but, when he finally emerged, it was a relief to find that, apart from being extremely sore, he was uninjured.

Practice, of course, had been stopped

but, by then, the McLarens had made it clear they would start from the front row. Prost had been eased off provisional pole during the closing seconds on Friday afternoon and, when they got down to business again in the final session, the Frenchman reclaimed the place with 30 minutes to go. Five minutes later and Senna took it back! As usual, the rest were nowhere, Gerhard Berger doing his best with the Ferrari but finished the day almost a full second behind the McLarens. It was an all-too-



familiar story.

Hence the excitement after warm-up on race morning. There was also a fair amount of excitement at the drivers' briefing thirty minutes later. Senna wanted to know why pole was on the right and not on the left, where he felt it ought to have been. The officials argued that the first corner was a right-hander. Senna said that it was only a curve and the first proper corner, 30 yards or so later, was a left-hander. He was right, of course, but the reason for his concern was that the right-hand side of the grid was off racing the line, dirty and unsuitable for a clean getaway.

He was right about that too. On the green light, Prost found more grip and pulled alongside his team-mate as they swept through the curve and stood on the brakes for the first corner. Prost took the lead. This would be interesting! How would Senna react?

He calmly sat behind Prost and, together, they pulled away from Berger after a vain attempt by the Ferrari to keep in touch for six laps. Then Berger began to drop back to a battle between Alboreto, Boutsen and the second Benetton of Alessandro Nannini. A good scrap this, with Alboreto falling behind both Benettons on lap 11. Two laps later and Boutsen and Nannini had also swept past Berger. Then this 'B' division race began to fall apart.

At the end of lap 15, a water leak on Nannini's car soaked the electric and



caused the engine to cut out as he passed the pits. A couple of laps later and Berger would stop at the same spot with engine trouble. But that was of minor importance. We had just seen a change of lead and the shock was almost too much to take...

Never more than a second apart, Prost and Senna were probing and testing each other's defences. On lap 19, they were among the backmarkers and, as they went by a particularly active little group on the approach to the hairpin, Senna seized his chance. The McLaren drivers sat it out, wheel to wheel under braking — and the corner belonged to Senna. Prost had no complaints.

'Yes,' he said later, 'it was very fair, could have blocked him but I don't like to do things that way. He won the corner and that was it.'

Well, again, not quite. Prost was not going to give up that easily although the gap between the two would vary as they came across traffic. Senna would deal with it decisively the minute he arrived. Prost would be more cautious, his experience showing. The gap seemed to saw from 1.2 seconds to 5.4 and then down to 3.1. And they never let up. Before the start, rivals had talked of lapping in the 1m 28s as an economical pace. When Prost and Senna began to

lap in the low 25s, the pit lane could only hope that McLaren had made some previous miscalculation; that they would run out on the last lap.

All of this, of course, had pulled the McLaren-Honda 15 seconds or so clear of Boutsen. And he was not troubled now since Alboreto had also disappeared, this time with a broken engine on the Ferrari. That left Nelson Piquet in fourth place, the reigning World Champion swatting off a cheeky challenge for most of the race from the AGS of Philippe Streiff. Any hope the little French team had of defeating the might of Lotus ended when Streiff spun and damaged his suspension.

Piquet, in fact, had had a busy afternoon. Right from the start he had been pressed by Nigel Mansell in the Williams-Judd. The reactive suspension was working more efficiently than it had in Mexico — which wasn't too difficult — and Mansell enjoyed the moment on lap 23 when he took Piquet under braking for the hairpin. At last, a place in the points seemed to beckon the Englishman. And then the oil light came on. Shortly afterwards the Judd V8 seized...

That left Jonathan Palmer and Derek Warwick to carry British hopes since Julian Bailey had been an early retirement, the Tyrrell driver wrecking his front suspension after a brush with another car at the first corner. Palmer, 17th at the end of the first lap, gradually moved up the leader-board as others fell by the wayside.

It was a lonely race for Palmer, which was just as well since he spent most of it struggling with part of his leg padding which had fallen among the pedals and was rolling back and forth each time he braked and accelerated. Which, at Montreal, meant every couple of seconds! But, at the end of it, Palmer found himself in sixth place behind the March-Judd of Ivan Capelli.

March, although very pleased to have opened their points score for 1988, were nevertheless acutely aware that their car still needed sorting and the two points were due to Capelli's persistence more than anything else. And talking of persistence, Derek Warwick really deserved some reward for battling into seventh place, each lap seeming endless as he struggled with a painful back.

At the front, meanwhile, Prost found himself struggling with rising water temperatures and fuel consumption figures. He decided to turn down the boost and, from that point on, Senna's lead was secure. Clearly, this was a major hurdle overcome as Senna punched the air at the end of the race. Having crashed at Monaco and then been beaten by Prost in Mexico, he had restored some of his self-esteem. And overtaken the two-times World Champion for good measure...





DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	38
2	Ayrton Senna	24
3	Gerhard Berger	18
4	Nelson Piquet	11
5	Michele Alboreto	9
6	Derek Warwick	8
7	Thierry Boutsen	7
8	Jonathan Palmer	3
9	Ivan Capelli	2
10 =	Alessandro Nannini	1
10 =	Eddie Cheever	1
10 =	Satoru Nakajima	1
10 =	Riccardo Patrese	1

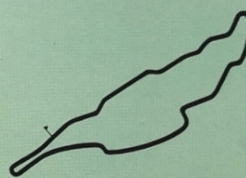
CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren	63
2	Ferrari	27
3	Lotus	9
4	Arrows	6
5	Benetton	3
6	Tyrrell	2
7	March	1
8	Williams	1

1988 CANADIAN FORMULA ONE GRAND PRIX

LENGTH

4.41 km
2.74 miles



FASTEST LAPS

Driver	Time	Lap
Ayrton Senna	1m 24.973s	53
Alain Prost	1m 25.045s	46
Thierry Boutsen	1m 26.193s	42
Philippe Streiff	1m 26.554s	41
Alessandro Nannini	1m 26.713s	13
Gerhard Berger	1m 26.947s	6
Nelson Piquet	1m 27.038s	36
Philippe Alliot	1m 27.068s	65
Andrea de Cesaris	1m 27.224s	28
Nigel Mansell	1m 27.275s	25
Michele Alboreto	1m 27.282s	5
Luis Sala	1m 27.316s	54
Stefan Modena	1m 27.549s	65
Ivan Capelli	1m 27.614s	61
Jonathan Palmer	1m 28.108s	43
Riccardo Patrese	1m 28.175s	27
Gabriele Tarquini	1m 28.206s	50
Derek Warwick	1m 28.234s	47
Rene Arnoux	1m 28.586s	26
Mauricio Gugelmin	1m 28.750s	49
Stefan Johansson	1m 28.850s	24
Eddie Cheever	1m 29.115s	11
Piercarlo Ghinzani	1m 29.202s	49
Satoru Nakajima	1m 29.317s	30
Oscar Larrauri	1m 30.049s	5

OFFICIAL STARTING GRID

PROST (1m 21.863s) McLaren-Honda MP4/4	(1)	SENN (1m 21.681s) McLaren-Honda MP4/4
ALBORETO (1m 23.296s) Ferrari F1/87/88C	(2)	BERGER (1m 22.719s) Ferrari F1/87/88C
PIQUET (1m 23.995s) Lotus/Honda 100T	(3)	NANNINI (1m 23.968s) Benetton-Ford B188
CHEEVER (1m 24.679s) Arrows-Megatron A108	(4)	BOUTSEN (1m 24.115s) Benetton-Ford B188
STREIFF (1m 24.968s) AGS-Ford JH23	(4)	MANSELL (1m 24.844s) Williams-Judd FW12
DE CESARIS (1m 24.988s) Rial-Ford M188	(4)	PATRESE (1m 24.972s) Williams-Judd FW12
CAPELLI (1m 25.609s) March-Judd 881	(7)	NAKAJIMA (1m 25.373s) Lotus-Honda 100T
WARWICK (1m 25.740s) Arrows-Megatron A108	(8)	MODENA (1m 25.713s) Euro Brun ER188
GUGELMIN (1m 26.327s) Ligier-Judd JS31	(9)	ALLIOT (1m 25.765s) Lola-Ford LC88
ARNoux (1m 26.327s) Ligier-Judd JS31	(10)	PALMER (1m 26.092s) Tyrrell-Ford 017
GHINZANI (1m 26.784s) Zakspeed 881	(11)	SALA (1m 26.437s) Minardi-Ford M188
LARRAURI (1m 27.321s) Euro Brun ER188	(12)	BAILEY (1m 27.139s) Tyrrell-Ford 017
TARQUINI (1m 27.865s) Coloni-Ford CF188	(13)	JOHANSSON (1m 27.637s) Ligier-Judd JS31

Did not start:

23 CAMPOS (Minardi-Ford M188), 1m 27.885s — failed to qualify
21 LARINI (Cassia-Alfa Romeo FAIL), 1m 27.982s — failed to qualify
29 DALMAS (Lola-Ford LC88), 1m 28.012s — failed to qualify
30 SCHNEIDER (Zakspeed 881), 1m 28.215s — failed to qualify
36 CAFFI (Dallara-Ford) — failed to pre-qualify

RACE CLASSIFICATION AND RETIREMENTS AFTER 69 LAPS

Pos	Driver	Car	Laps	Time/retirement	Speed (mph/kmh)
1	Ayrton Senna	McLaren-Honda t/c V6	69	1hr 39m 46.618s (113.183/113.072)	
2	Alain Prost	McLaren-Honda t/c V6	69	1hr 39m 52.552s (113.072/181.972)	
3	Thierry Boutsen	Benetton-Ford V8	69	1hr 40m 38.027s (112.220/180.601)	
4	Nelson Piquet	Lotus-Honda t/c V6	68		
5	Ivan Capelli	March-Judd V8	68		
6	Jonathan Palmer	Tyrrell-Ford V8	67		
7	Derek Warwick	Arrows-Megatron t/c 4	67		
8	Gabriele Tarquini	Coloni-Ford V8	67		
9	Andrea de Cesaris	Rial-Ford V8	66	Out of fuel	
10	Philippe Alliot	Lola-Ford V8	66	Engine cut-out	
11	Satoru Nakajima	Lotus-Honda t/c V6	66		
12	Stefano Modena	Euro Brun-Ford V8	66		
13	Luis Sala	Minardi-Ford V8	64		
14	Piercarlo Ghinzani	Zakspeed t/c 4	63	Engine	
	Mauricio Gugelmin	March-Judd V8	54	Gearbox	
	Philippe Streiff	AGS-Ford V8	41	Rear suspension	
	Rene Arnoux	Ligier-Judd V8	36	Gearbox	
	Michele Alboreto	Ferrari t/c V6	33	Engine	
	Riccardo Patrese	Williams-Judd V8	32	Engine	
	Eddie Cheever	Arrows-Megatron t/c 4	31	Throttle return spring	
	Nigel Mansell	Williams-Judd V8	28	Engine	
	Stefan Johansson	Ligier-Judd V8	24	Engine	
	Gerhard Berger	Ferrari t/c V6	22	Electrics/engine	
	Alessandro Nannini	Benetton-Ford V8	15	Water leak	
	Oscar Larrauri	Euro Brun-Ford V8	12	Accident	
	Julian Bailey	Tyrrell-Ford V8	0	Accident	

Fastest lap: Senna, on lap 53, 1m 24.973s, 115.567/185.988 km/h (record for revised circuit).

World News

SAN MARINO

The Grand Prix of San Marino is not held in the tiny country of San Marino which sits on the side of a hill but at the Dino Ferrari track located on the outskirts of the town of Imola. It's a mere 55 kilometres from Modena, the home of Ferrari.

It's appropriate that the Italians have two Grand Prix events. 'There's a lot of interest in racing in Italy,' Eddie Cheever said. 'It's like the Indy 500 all year round.'

Ten of the drivers on the entry list of 31 are Italian. France has the next highest number of entrants with five drivers followed by Great Britain with four. Three of the drivers come from Brazil and two from Spain, while Japan, West Germany, the USA, Belgium, Sweden, Austria and Argentina can each lay claim to one Grand Prix shoe.



Alboreto wasn't the only Italian driver under pressure. All the Italian drivers and teams come under intense scrutiny here. What about USF&G Arrows pilot Eddie Cheever who was born in Phoenix but has spent much of his life in Italy? The Italians like to claim him as one of their own — an Italian racing guide listed Cheever's nationality as 'USA but he lives in Italy.'

But Cheever is an American driver. 'I have the most pressure in Detroit,' he says. 'To the people (in Detroit) I am American.'

On Saturday night the fans — known as the tifosi — filled the grandstands across from the Ferrari garages. From there, as the mechanics worked, they cheered and chanted their support for the Prancing Horse team.

The Dino Ferrari Autodromo has high speed turns. But five times on each lap the drivers must brake and shift from top gear down to second. All this makes for high fuel consumption, and in the past we have seen many a driver run his tanks dry. After the race Ayrton Senna and Alain Prost both said that they had no major fuel problems with their McLarens, while Nelson Piquet said his Lotus was nearly empty. An Italian journalist with a contact in the post race inspection compound, was told that both McLarens were dry, and the Lotus had four litres of fuel left. I wonder who was telling the truth.

Nicola Larini's Osella was disqualified before practice began. The rules state that if you build a new car that the driver's feet must be behind the front axle line. Ferrari has made brand new chassis for this season, but they conform exactly to the specs of their 1987 cars. Osella's new old car had been changed. The body work around the fuel tank was about eight cm different to their 1987 car, and the engine mountings had been changed.



Naturally, as both Italian and a Ferrari driver, Michele Alboreto was besieged by fans and the press all weekend. 'It's always more difficult in Italy,' Alboreto said. 'It's extra work, but it's part of my job.'

'Italy, beautiful Italy,' Piercarlo Ghinzani said as he threw his arms up at the leaden sky. Rain on Friday meant a miserable time for all. And the great track meant accidents. Andrea de Cesaris destroyed his Rial after losing control, while Nigel Mansell's Williams tangled with Oscar Larrauri's Euro Brun.



On Saturday Eddie Cheever frightened some photographers (and wiped out a few of their cameras which they had left sitting about) when he went off the track in his Arrows.

Alain Prost's McLaren was pushed into the guardrail by Rene Arnoux's Ligier. 'Arnoux just didn't bother to look in his mirrors, as usual,' said Prost. 'I came up inside him at the second gear chicane. He just drove into me and pushed me off the road. It was unbelievable!'

No one was hurt in the accidents during practice. Two other drivers were lucky to escape injury during high speed crashes during testing. Ayrton Senna crashed his McLaren at Monza. A front wing strut pierced the monocoque and damaged it beyond repair.

At Silverstone Jonathan Palmer was thankful to walk away after the suspension broke on his Tyrrell and sent him spinning off at 270km/h.

Palmer was testing his Tyrrell in an effort to improve the diabolical handling of the new 017 chassis. He and team-mate Julian Bailey both complained about the car in Brazil. Since then the car's wheelbase has been lengthened from 106 to 114 inches by adding a spacer between the engine and the gearbox. That helped, and Bailey did manage to qualify here. But the saga of the ill-handling Tyrrell has yet to reach a happy end.

All sorts of ex-Formula 1 drivers could be found in the paddock here in Imola including Keke Rosberg, Clay Reggazoni, David Hobbs, James Hunt, Marc Surer (who all now do television commentary), Arrows boss Jackie Oliver, Innes Ireland, Rupert Keegan, Huub Rothengatter and Arturo Merzario.

People are still wondering about the slow pace lap and aborted start in Brazil. Did Ayrton Senna's gear shift break seconds before the start, as he claimed, or did it break earlier and force him to creep around the track in first gear. Or perhaps he purposely went slow in order to cause the cars behind him to overheat. The only one who really knows is Senna, and will he ever reveal all? His friend, Mauricio Gugelmin apparently said to Senna, 'You deliberately drove slow so that we would all overheat.' To which Senna supposedly retorted, 'Right, and it's going to happen 15 more times this year.'



Everyone was saying that the only way to beat the McLarens would be if Senna and Prost raced each other and ran out of fuel. Team Director Ron Dennis said that there would be no team orders on race day. 'During practice we expect the drivers to drive for the team,' Dennis said. 'But on Sunday we expect them to drive for themselves. That motivation and desire to win is something we pay a lot of money for. If they do push each other (and run out of fuel), then there could be team orders in the future.'

The Larrousse Calmels Lola team made their debut here one year ago. Disputes between them and their Lola factory engineer have recently led to personnel changes. Lola engineer Ralph Belamy is no longer in charge of the Formula One effort. Lola chief Eric Broadly has taken over the responsibility of the Formula 1 program, and he has appointed Chris Murphy to look after the manufacturing and development of parts at Lola.



FISA issued a press release stating that a 'permanent federal commission has been created by the Japanese manufacturers, composed of Toyota, Nissan, Mazda, Mitsubishi, Honda, Subaru, Isuzu, Suzuki and Daihatsu.' The release said that five Japanese manufacturers are planning to build Formula 1 motors. Lamborghini recently unveiled their V12 Formula 1 engine. The motor should be ready for testing in September, and it will be used by the March, Lola and Dallara teams. March is currently having great success with the Judd Motor, and when one talks to the March personnel you get the impression that they are not very thrilled about the Lamborghini.

The Zakspeed team have been running their own turbo motors ever since they entered Grand Prix competition in early 1985. But they will not be building their own normally aspirated engine after turbos are banned in 1988. They have already placed orders for Ford Cosworths.

Heini Mader, who looks after the Arrows Megatron motors and rebuilds many of the Ford Cosworth DFVs currently used in Formula 1, is building a V12 normally aspirated engine. It will probably end up at the Arrows team in 1988.

Engine builder Guy Negre was visiting in the AGS pits at Imola. His MGN engine should be ready for the AGS team to test in late June.

Alain Prost's second place in San Marino gave him enough points to earn the all time record. He now has 421.5 points, compared to Niki Lauda with 420.5, Nelson Piquet with 389 and Jackie Stewart with 360.

Prost set the fastest lap during the race and moved into third in the fastest race lap record books. Jim Clark set the most fast laps with 28, he is followed by Niki Lauda — 25, Juan Manuel Fangio and Nelson Piquet — 23 each, Prost — 21 and Stirling Moss — 20.

The San Marino Grand Prix marked the first time in 17 races that Nigel Mansell had not started from the front row. Mansell said that his Williams didn't have any real problems and joked about breaking his record sting and starting way back in 11th spot. 'It had to happen some day. At least I will get a different view of the start!'



FISA has announced a Jim Clark Memorial prize of 50,000 British pounds. The winner will be the driver 'who shows the greatest talent, sporting value, courtesy and fair play to the other drivers and officials of the championship.'

The San Domenico Restaurant located in Imola is one of the best in the world. FISA president JM Balestre invited all the Formula One entrants to 'a friendly dinner' at said restaurant. How many people showed up? And would anyone like to guess what the bill (including the tip, of course) came to?

BY DAN KNUTSON

MEXICO

GRAND PRIX



"I had more understeer than in qualifying and my fronts wore quickly. I tried to compensate for this but eventually my rears blistered as well and I thought that maybe I would have to stop and change tyres. That's when Berger began to catch me..."



BY MAURICE HAMILTON



To fully appreciate the Mexican Grand Prix, you needed a stop-watch. Without one, this race was the biggest bore since 1984 when McLaren International won 12 of the season's 16 races. On paper, Alain Prost led from start to finish with his team-mate Ayrton Senna finishing second. The Ferraris were third and fourth and the Arrows team completed the top six once the Lotus-Hondas of Nelson Piquet and Satoru Nakajima had retired.

In fact, this was a significant win for Alain Prost. Not only did he extend his lead in the championship, he also made it clear to Senna that he would be no push-over. The stop-watch told you that.

You could say that the race was decided within ten seconds of the start. The McLaren drivers were so closely matched that whoever took the lead was likely to stay there — barring, of course, a mechanical failure or a driver error. In Mexico, Alain Prost made the perfect start while Ayrton Senna lost vital ground when the pop-off valve on his Honda engine opened unexpectedly as he reached maximum revs in second gear. By the time Senna had retrieved second place from Piquet at the end of the first lap, Prost was nearly two seconds ahead. We waited with interest to see what would happen next.

Senna was the quicker of the two on a lap-for-lap basis; Prost was the master tactician. Senna desperately needed to win in order to close the championship gap on the Frenchman; Prost could make do with second place — but there was a psychological point or two to be made here. It would be good if, at this stage in the season, Prost could show Senna that he was far from the easy-going two-times World Champion who might not be that interested in picking up a third title if the going got tough. Prost was keen to demonstrate just why

he had won those championships in the first place.

The pace of the McLarens was remarkable. Within 10 laps they were working their way through the back-markers and Nigel Mansell, the dominant force in Mexico last year, suffered the ignominy of being lapped as he struggled along with the Williams at the back of the field. Prost was maintaining a five-second gap while Gerhard Berger, driving with his usual exuberance, was hanging on in third place some eight seconds behind. Piquet was fourth and under constant threat from Michele Alboreto's Ferrari. It was not until just after half-distance that things began to liven up.

Berger set fastest lap on lap 31 and,



almost immediately, Prost improved upon it. He went quicker still on lap 34 and, two laps later, Senna set the fastest lap of the race. It was the only time he would do so. The gap between them was 6.9 seconds but, as the McLarens worked their way through the battling Arrows drivers, Prost eased out another few tenths of a second.

That's not to say Senna was being unnecessarily tardy. On the contrary, he was perhaps taking more risks than Prost when it came to passing back-markers, such was his determination to keep Alain in sight. Ayrton's more immediate problem was understeer. 'I had more understeer than in qualifying and my fronts wore quickly. I tried to compensate for this but eventually my rears blistered as well and I thought that maybe I would have to stop and change tyres. That's when Berger began to catch me...'

Yes, at one point, we looked as though we might have a race on our hands. Berger had closed to within three seconds of the McLaren but he would get no further. With the increase in rubber on the track (it had been washed clean by overnight rain), Senna was able to preserve his tyres and he began to pull away from the Ferrari by a couple of tenths of a lap. And, with Prost keeping Senna at arm's length, the only remaining interest was the battle between Piquet and Alboreto for fourth, plus the internecine struggle at Arrows over sixth place. At one stage, Alboreto was a mere car's length behind the World Champion but matters were resolved when the Lotus-Honda blew up to end Piquet's most aggressive drive to date this year.

It was another disappointing race for Lotus since Nakajima, pounding along in a comfortable sixth place, had already been sidelined with a similar problem. Odd how Lotus should be so afflicted

while the McLarens, being driven just as hard, scarcely missed a beat. It was a thought which occurred to the Lotus team as they packed up early for the second race in succession.

Warwick and Cheever were now disputing fifth place and the Arrows team looked on with growing concern as their drivers flashed past the pits inches apart. Either they would come away with a useful clutch of points or Eddie and Derek would be walking back to the pits — not necessarily arm in arm.



There was a matter of personal honour here. Cheever had been quicker during practice and he led Warwick until a slower car got in his way. Derek seized his chance and, judging by Eddie's energetic driving, he was keen to regain his place. Warwick would have none of it. On one occasion they were side by side, running so close that they briefly touched wheels. But there were not angry scenes afterwards. Both drivers agreed that it had been a clean fight and, for the third time in four races, Warwick scored championship points.

Leading the normally aspirated class, Alessandro Nannini had hung on to the Arrows duo until he began to experience pains in his right foot. For the final 20 laps he was in agony but hung on to finish seventh, ahead of his team-mate. It had been another disappointing weekend for Thierry Boutsen, a mysterious handling problem relegating the Belgian to what amounted to a supporting role.

But at least both Benetton's had finished. For Williams, the weekend had been a total disaster, a sharp contrast to their domination of this race last year. During practice, the hydraulic suspension had proved no match for the uneven surface which characterises the Autodromo Hermanos Rodriguez. Each time Mansell and Patrese barrelled onto the banked curve leading onto pit straight, the Williams would buck and bounce alarmingly, the drivers



mere passengers.

Mansell and Patrese appeared to be coping during the race, albeit in the back half of the field, but when Mansell was overtaken by a Minardi, it was clear the problem was not confined to the inadequacies of the suspension. 'I made quite a good start,' said Mansell. 'For a few laps, the car wasn't too bad but then it was as though someone had flicked a switch. The engine just started to lose power. I went slower and slower, so I decided to stop before it blew up.' That made it two Williams drivers in the pits, Patrese having stopped with an identical problem a few laps before.

Back to the stop-watch. On lap 38, Prost went round in 1m 19.818s, his fastest to date. Senna responded — but it was 'only' 1m 19.893s. Four laps later and Prost was down to 1m 19.352s. Senna 1m 19.432s. And so it went on. Each time Prost set the fastest lap of the race, Senna's response was always a shade lower. That way, Prost gradually eased ahead, Senna recovering ground with audacious moves in traffic.

In the end, Prost won by a little over seven seconds, the Frenchman having lapped the entire field, save for Senna and Berger. 'Psychologically, this was an important win for me,' said Prost.

afterwards. You can read from that remark that Alain wanted to make it clear that he was not about to be upstaged by his team-mate. There were those who had begun to see Ayrton Senna as the new King of Formula 1. Alain Prost had just proved that he was not about to abdicate without a fight.

THE REST

LOTUS

Further revisions to suspension illustrated the team's determination to get on terms with McLaren and Ferrari. After Monaco, Piquet and Nakajima seemed more at home on the fast curves, both drivers qualifying and running in

the top six until sidelined by engine failures.

TYRRELL

Failed to qualify both cars; a new low for the British team. The main problem related once again to handling and a lack of grip. Bailey had several spins and crashed without injury while attempting to get a tow from another car during final qualifying. Palmer was in the race, albeit in 26th and last place, until the very last minute of practice when he was bumped off the grid.

WILLIAMS

Mansell had a headache in more ways than one on Friday morning when the reactive suspension suddenly collapsed at high speed and dumped one corner of the car onto the track. The nervous, unpredictable handling prompted Mansell to declare that it was the worst car he had ever driven. Certainly, 14th was his worst grid position in more than two years. Both drivers retired with engines which appeared to be on the point of seizure.

ZAKSPEED

Schneider qualified for his first Grand Prix and ran strongly in the midfield until his engine overheated and cut out. Ghinzani's engine failed completely during practice on Friday and contributed to 27th place on the time sheet. Managed to qualify on Saturday but a lengthy pit stop to replace damaged nose wings (caused by a spin) meant a steady finish at the back of the field.

AGS

Streiff found difficulty making the car handle. Long pit stop to change black box and eventually finished 12th, four laps behind the leader.

MARCH

One of the best handling cars through the banked 180 degree curve but the usual run of problems afflicted both drivers during practice and the race. Gugelmin stopped when the battery short-circuited against the seat-belt mounting while Capelli lost four laps when the gearbox jammed — but set the fastest 'normally aspirated' lap of the race once he got going again.

ARROWS

Excellent reliability once more even if the Megatron did not have the power to match the Honda and Ferrari turbos. Warwick and Cheever, engaging in hectic dispute over fifth place, provided some of the best entertainment in an otherwise processional race.

BENETTON

Ace setters in the non-turbo division with Nannini once again the quicker of the two. Boutsen bedevilled by handling problems in practice and the race while Nannini took a brave seventh despite suffering excruciating pain from trapped nerves in the sole of his right foot.

OSELA

A combination of poor throttle response and an electrical failure meant Larini did not qualify.

Johansson struggled onto the grid, the Frenchman giving his usual spirited performance until losing his rear wing when struck from behind by Caffi's Dallara. Johansson did his best and managed to struggle home in 10th place.

FERRARI

Revisions to the engine helped to reduce the power deficit on Honda and gave hope that there might be a race! In the event, Berger was eight-tenths of a second a lap off the McLaren-Honda



RIAL

Apart from a collision with another car on Friday, de Cesaris had a relatively uneventful weekend. Chased Boutsen's Benetton before retiring with clutch failure.

MINARDI

Campos failed to qualify but Sala, after stalling on the grid, did well to haul himself into 11th place at the end.

LIGIER

Hurried plans to modify last year's car gave some indication of the hopeless state of the current JS31. Arnoux and

pace but that did not prevent him from pushing Senna at one stage before easing off with ill-founded worries about fuel consumption.

LOLA

Alliot survived an enormous shunt during final qualifying on Saturday. Just as miraculous as his escape was the fact that the chassis was undamaged and Alliot was actually sitting in it in time for the warm-up on race day morning. Completed one lap of the race before withdrawing. A cracked upright was cited as the reason. After electrical problems during practice, Dalmás moved through the field to finish ninth.

COLONI

Lucky to make the race. Originally missed the cut during prequalifying on Friday morning when his engine lost power. Only Modena's subsequent exclusion (see below) allowed Tarquini to qualify in 21st place and run steadily in the race.

EUROBRUN

Modena excluded when the dimensions of his rear wing were found to be illegal. A difficult weekend for Larrauri, his car handling poorly and the Argentine driver getting into hot water for blocking faster drivers as he struggled along at the back of the field.

DALLARA

Scrambled into the race in the final minute of qualifying and drove into Arnoux when the brake pedal went to the floor early in the race. ■



DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	33
2	Gerhard Berger	18
3	Ayrton Senna	15
4	Michele Alboreto	9
5 =	Nelson Piquet	8
5 =	Derek Warwick	8
7	Thierry Boutsen	3
8	Jonathan Palmer	2
9 =	Alessandro Nannini	1
9 =	Eddie Cheever	1
9 =	Riccardo Patrese	1
9 =	Satoru Nakajima	1

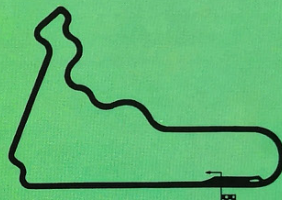
CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren	48
2	Ferrari	27
3 =	Lotus	9
3 =	Arrows	9
5	Benetton	2
6	Tyrrell	1
7	Williams	1

1988 MEXICAN FORMULA ONE GRAND PRIX

LENGTH

4.421 km
2.747 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m 18.608s	52
Ayrton Senna	1m 18.776s	53
Nelson Piquet	1m 20.124s	52
Gerhard Berger	1m 20.160s	37
Michele Alboreto	1m 20.186s	57
Eddie Cheever	1m 21.056s	52
Derek Warwick	1m 21.068s	51
Ivan Capelli	1m 22.375s	45
Satoru Nakajima	1m 22.477s	27
Alessandro Nannini	1m 22.483s	57
Philippe Streiff	1m 22.703s	58
Thierry Boutsen	1m 22.822s	50
Andrea de Cesaris	1m 23.118s	50
Yannick Dalmas	1m 23.409s	58
Stefan Johansson	1m 23.553s	49
Luis Sala	1m 24.369s	50
Piercarlo Ghinzani	1m 24.660s	45
Bernd Schneider	1m 24.704s	16
Oscar Larrauri	1m 25.057s	34
Gabriele Tarquini	1m 25.072s	60
Mauricio Gugelmin	1m 25.246s	8
Riccardo Patrese	1m 25.697s	16
Nigel Mansell	1m 26.061s	18
Alex Caffi	1m 27.076s	13
Rene Arnoux	1m 27.524s	8

OFFICIAL STARTING GRID

A PROST (1m 18.097s) McLaren-Honda MP4/4	(1)	A SENNA (1m 17.468s) McLaren-Honda MP4/4
N PIQUET (1m 18.946s) Lotus-Honda 100T	(2)	G BERGER (1m 18.120s) Ferrari F1/87/88c
S NAKAJIMA (1m 20.275s) Lotus-Honda 100T	(3)	M ALBORETO (1m 19.626s) Ferrari F1/87/88c
A NANNINI (1m 20.740s) Benetton-Ford B188	(4)	E CHEEVER (1m 20.451s) Arrows-Megatron A10B
I CAPELLI (1m 21.952s) March-Judd 881	(5)	D WARWICK (1m 20.775s) Arrows-Megatron A10B
A DE CESARIS (1m 22.245s) Rial-Ford ARC1/01	(6)	T BOUTSEN (1m 22.029s) Benetton-Ford B188
N MANSELL (1m 22.363s) Williams-Judd FW12	(7)	*P ALLIOT (1m 22.348s) Lola-Ford LC88
M GUGELMIN (1m 22.801s) March-Judd 881	(8)	B SCHNEIDER (1m 22.642s) Zakspeed 881
P GHINZANI (1m 23.078s) Zakspeed 881	(9)	R PATRESE (1m 22.972s) Williams-Judd FW12
R ARNOUX (1m 23.287s) Ligier-Judd JS31	(10)	P STREIFF (1m 23.191s) AGS-Ford JG23
Y DALMAS (1m 23.606s) Lola-Ford LC88	(11)	G TARQUINI (1m 23.603s) Coloni-Ford CF188
S JOHANSSON (1m 23.721s) Ligier-Judd JS31	(12)	A CAFFI (1m 23.716s) Dallara-Ford F188
O LARRAURI (1m 24.032s) Euro Brun-Ford	(13)	L SALA (1m 23.857s) Minardi-Ford M188

* Started from back of grid

Did not start:

3 — J Palmer (Tyrrell-Ford 017), 1m 24.390s — failed to qualify
21 — N Larini (Osella-Alfa Romeo FA11), 1m 24.405s — failed to qualify
4 — J Bailey (Tyrrell-Ford 017), 1m 25.231s — failed to qualify
23 — A Campos (Minardi-Ford M188), 1m 26.058s — failed to qualify
33 — S Modena (Euro Brun-Ford ER188) — car did not pass scrutineering

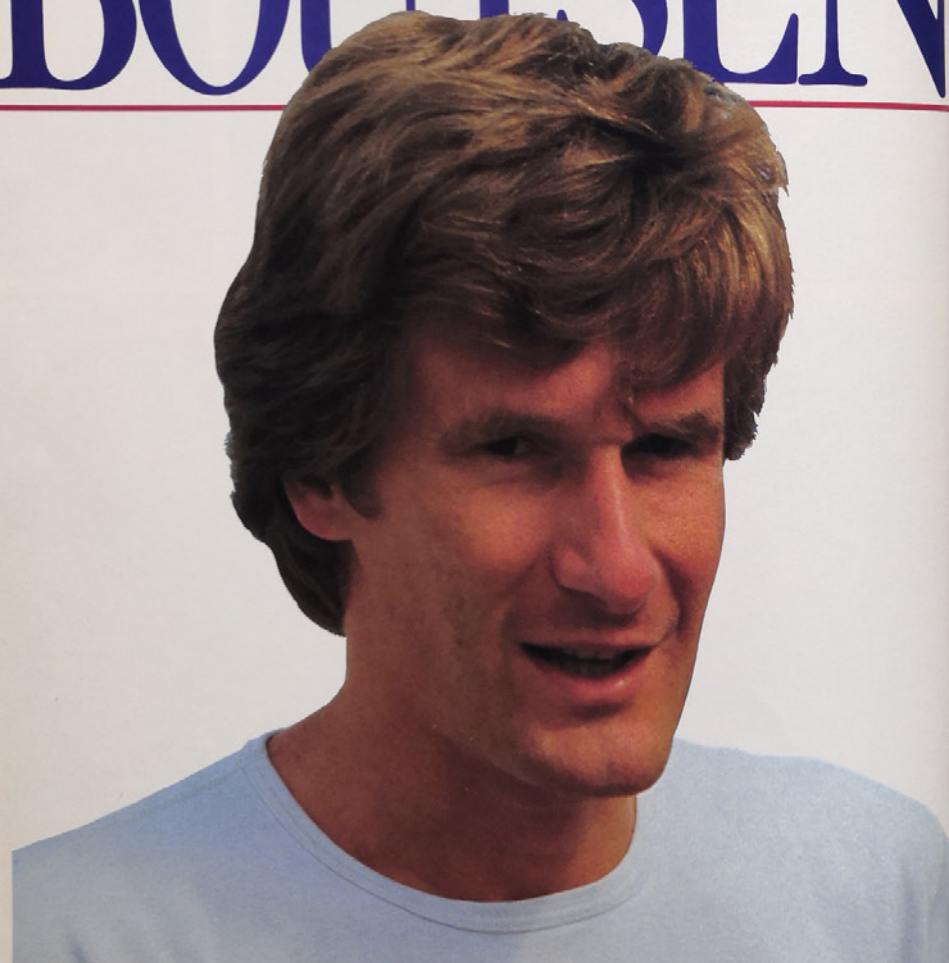
RACE CLASSIFICATION AND RETIREMENTS AFTER 67 LAPS

Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/km/h)
1	Alain Prost	Fra	McLaren-Honda	67	1h 30m 15.737s (122.346/196.898)	
2	Ayrton Senna	Bra	McLaren-Honda	67	1h 30m 22.841s (122.186/196.840)	
3	Gerhard Berger	Aut	Ferrari	67	1hr 31m 13.051s (121.065/194.836)	
4	Michele Alboreto	Ita	Ferrari	66		
5	Derek Warwick	GB	Arrows-Megatron	66		
6	Eddie Cheever	USA	Arrows-Megatron	66		
7	Alessandro Nannini	Ita	Benetton-Ford	65		
8	Thierry Boutsen	Bel	Benetton-Ford	64		
9	Yannick Dalmas	Fra	Lola-Ford	64		
10	Stefan Johansson	Swe	Ligier-Judd	63		
11	Luis Sala	Spa	Minardi-Ford	63		
12	Philippe Streiff	Fra	AGS-Ford	63		
13	Oscar Larrauri	Ita	Osella-Alfa Romeo	63		
14	Gabriele Tarquini	Ita	Coloni-Ford	62		
15	Piercarlo Ghinzani	Ita	Zakspeed	61		
16	Ivan Capelli	Ita	March-Judd	61		
	Nelson Piquet	Bra	Lotus-Honda	58	Engine	
	Andrea de Cesaris	Ita	Rial-Ford	52	Gearbox	
	Satoru Nakajima	Jpn	Lotus-Honda	27	Turbo	
	Nigel Mansell	GB	Williams-Judd	20	Engine	
	Bernd Schneider	Ger	Zakspeed	16	Engine	
	Riccardo Patrese	Ita	Williams-Judd	16	Engine	
	Rene Arnoux	Fra	Ligier-Judd	13	Accident with Caffi	
	Alex Caffi	Ita	Dallara-Ford	13	Accident/brakes	
	Mauricio Gugelmin	Bra	March-Judd	10	Electrical short/circuit	
	Philippe Alliot	Fra	Lola-Ford	1	Withdrew	

Fastest lap: Prost, on lap 52, 1m 18.608s, 125.807mph/202.468km/h (record).



THIERRY BOUTSEN



DESTINED TO WIN

BY DAN KNUTSON

Make a short list of drivers destined to win a Grand Prix, and the name Thierry Boutsen will undoubtedly be on it.

After his final and very dismal year with Arrows in 1986, it looked as if Boutsen's name would soon be struck from the 'destined to win' list. In 1987 he joined the Benetton team, surely the ride which would bring him victory.

But the Benetton team spent much of the year on the 'fast but unreliable' list. At the end of 1987 the Benetton Ford turbo was finally becoming reliable. Boutsen began to finish in the points. Then 1988 brought another change — the decision to switch to an interim programme with the normally aspirated Ford DFR for the 1988 season.

Would Boutsen have preferred that the Benetton team had continued with their turbo programme for the final year of the old regulations before turbos are to be banned?

'I don't think so,' he says, 'because the package we have at the moment is very competitive. We have a very good chassis and a fantastic team.'

'A normally aspirated car can win a race this year. In fact, more than one. I'm happy with the decision made by Ford to put in the normally aspirated engine.' We were in Imola, sitting in the Benetton hospitality unit on a rainy Friday afternoon. The first day of practice for the San Marino Grand Prix was over. At that point of the season the McLarens had won one race and looked strong, but no one yet knew that the McLarens were going to crush every car in every race. So, at the time, Boutsen and Benetton were very optimistic.

Montreal and Detroit were the two races where the normally aspirated cars should have had a chance of winning. The Gilles Villeneuve circuit sucks fuel and the turbos would have to run slower to make the distance on their 150 litres. And the normally aspirated car should have had an advantage on Detroit's tight streets.

Everything went exactly to plan at the two North American races. Except for the McLarens. Boutsen finished third. He could have, should have, won twice. But neither he nor anyone else could catch the McLarens.

'Once I had passed the two Ferraris I knew that it would be impossible to beat the McLarens,' Boutsen said in Canada.



'I ran at my own pace.' The same thing happened in Detroit. Boutsen quickly disposed of the two Ferraris and then raced at his own pace. 'The only problem I had was that I didn't have a McLaren!' he joked later.

Obviously Boutsen (and any other driver in the world) would like to have a McLaren. But, next to that, the Benetton team, easily the best normally aspirated team of the 1988 season, is not a bad place to be.

Think about it — team manager Peter Collins, the official Ford engines hooked to Rory Byrne's superb chassis, sponsorship from Benetton and two of the sport's most promising drivers in Boutsen and Alessandro Nannini.

When describing Boutsen, the words quiet and calm instantly come to mind. He's not the type of driver to throw a temper tantrum.

During the first qualifying hour at Imola Boutsen was stranded in the garage while the Benetton mechanics rushed to repair the gearbox on the spare car and change the engine on his race car. Half way through the session the engine change was completed. He managed one lap before the new engine broke. I stood in a corner of the Benetton garage and watched. Not once during the hour did I see Boutsen display any of the anger or frustration that he felt. He always seems calm and collected out of the car. But does he get emotional in the cockpit?

'Sure, I get these emotions in the car like I get them in life. But I don't often show them,' he says. 'In the car you have to control your emotions, because if you don't then you go off the road.'

Boutsen's first drive on the road to the

top was in 1976 when he took a course at Andre Pilette's racing school at the Zolder circuit. He won the school's Formula Vee Championship and moved on to Formula Ford in 1977. The next year, driving a Crossle, he won 15 of 18 races and the Benelux Formula Ford Championship.

Next it was Formula 3. He won three races and finished second to Michele Alboreto in the 1980 European F3 championship.

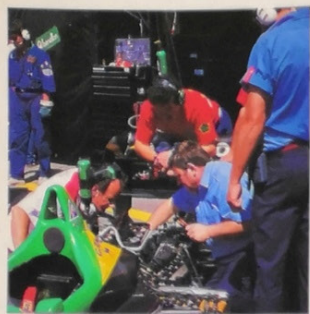
During these early years Boutsen had the luck to be guided by Belgian star Jackie Ickx.

'He had quite a bit of influence in the beginning,' Boutsen says. 'I did Formula Ford and when I was finished I had to go into the army. I had no time to go and see the sponsors and organise my Formula 3 season. He did most of that and helped me like that for a couple of years.'

The pattern continued in 1981 as Boutsen moved up to Formula 2. He racked up two wins and five pole positions in his March BMW to place second behind Geoff Lees in the championship.

Three more wins in F2 followed in 1982 as Boutsen drove for the Spirit Honda team. But when the team went Grand Prix racing in 1983, the ride went to Stefan Johansson.

By now Boutsen no longer had the Ickx's help. 'He started to go racing again and didn't have time to spend with me,' he recalls. But Belgium's new star was on his way and ready for Formula 1. Half way through the year Boutsen's dream of racing Formula 1 came true as he joined Jackie Oliver's Arrows team. He had finally made it. Yet, unfortunately, he joined the Arrows at a time



when the team was in the doldrums. And, after a change for the better, it was going to get worse.

In 1983, turbos were beginning to dominate Formula 1. The Arrows, with a normally aspirated Ford Cosworth, couldn't match the turbo car's speed. A switch to BMW turbos in 1984 improved the situation. Boutsen scored two fifth placings in 1984. The next year he had his best finish — a third in San Marino which became second after Alain Prost was disqualified for being underweight.

But the ropes of the team's upswing in fortunes were about to snap.

The new Arrows A9 monocoque tub had been delayed because of a strike by British aerospace. The car finally arrived half-way through the 1986 season, and Boutsen debuted it at the German Grand Prix. It was a flop.

'It was incredibly bad,' Boutsen says. 'You couldn't do anything with it. We tried to set it up, but nothing worked because it was just a bad chassis design. We had to go back to the old car.' Boutsen failed to score a single point in 1986.

'I didn't learn anything because we didn't do any testing,' he says. 'The car was bad. Old fashioned. And the new car was even worse! It really was a wasted year.'

'The whole season was a nightmare.'



Boutsen says. 'We were just there to take part in the race. As a race driver I want to win races, not just take part.' Endurance racing, meanwhile, helped soothe the pains and frustrations of his Formula 1 career.

'It was a possibility to improve myself, to learn a lot about racing,' he recalls of his days on the Brun Porsche team. 'It was a competitive car. And the last year I did it our team won the championship.' The highlight for Thierry came in his home race — the Spa 1,000km — when he narrowly edged out Derek Warwick's Jaguar for the victory.

Nowadays, heavily involved with Benetton's Formula 1 effort, Boutsen no longer competes in long distance events. But he did race in the Spa 24 hour touring car race last year in a Ford Sierra Cosworth. ('We had a problem with the head gasket after leading for 20 and a half hours.')

The nightmare of 1986 ended with the sweet dreams of driving for Benetton in 1987. 'I had talks with Benetton and Peter Collins in 1985,' Boutsen says, 'but I couldn't move from my Arrows contract. I had a two year contract, and I couldn't get out of it. We continued our discussions in 1986 and everything came together immediately.'

1987 saw Boutsen drive well, only to be let down again and again by his Ford turbo. One gets the feeling that this is part of the reason why he welcomed the switch to the normally aspirated engine this year.

Besides, he prefers racing a normally aspirated engine. 'It's a lot more fun to drive because of the immediate throttle response,' says the 30 year old Boutsen. 'With the turbo engine you have to be prepared to have a lot of turbo lag. In the slow corners it's more difficult to drive the turbos.'

Rory Byrne's chassis have always had the reputation of being the best handling in Formula 1. The same was true for his 1987 car, and the 1988 package is even better.

'It's a better chassis,' Boutsen says. 'It goes quick around the corners. It's better aerodynamically and it's stiffer.' In 1987 Boutsen had troubles with team-mate Teo Fabi. When the latter left to join the Porsche Indy Car team, Benetton signed Nannini.

The two drivers work well together. 'It's very good at the moment,' Boutsen says of his relationship with his new Italian team-mate. 'I have no problem at all with him. He's a nice guy. Very fast of course! But a really open person and easy to talk to.'

There is no doubt that Thierry Boutsen is one of the best drivers in Formula 1. Did he, at some particular point on the climb to the top, realise that he was someone special?

'No, not at all,' Boutsen says. 'Every



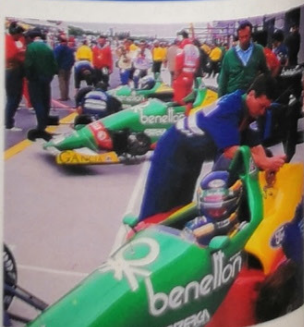
time you win a race you feel happy because you have beaten all the opposition. That's a great moment.' 'But you have to push yourself, question yourself all the time. Think how can I go quicker and beat the opposition.'

'Once you lose, you go down one level. Then you have to try again. That's how you keep confidence in yourself. You have to work, work, work all the time. All that work has brought Thierry and his wife Patricia the benefits of being a Formula 1 star. They have homes in Brussels and Monte Carlo. He drives a Ford Sierra Cosworth ('It's very fast') and flies his own aeroplane.

One of the Boutsen's neighbours in Monaco is Ayrton Senna. They have become firm friends. What's Ayrton like away from the race track?

'He's a very nice person,' Boutsen says. 'We spend a lot of time together. We go on holiday together.'

Like Senna, Boutsen has people stop him on the street and ask for his autograph. 'I think I'm just a normal person,' Boutsen says. 'I just happen to do a job which happens to be more like show business than anything else. If something happens along the side that's OK. But I don't do it for that. I do it to do my job. To be as good as I can. And, although he has yet to win a Grand Prix, driving a Formula 1 car is a job Boutsen indeed does well. ■



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BY ALAN HENRY

two moderately productive seasons with Tyrrell, Streiff now faced a step down. But it didn't work that way. The new Christian Vanderpleyn-designed AGS JH23 had proved to be one of the surprises of the year, an extremely promising contender in Formula 1: unofficially naturally aspired division At Montreal and Detroit, its nimble handling enabled Philippe to hound Nelson Piquet's Camel Lotus-Honda turbo. The Frenchman actually forcing

LUKAS GORYS



In 1988, things seem different. With his help, AGS secured sponsorship from the large Bouygues construction and civil engineering group, a company which is

Philippe Streiff may, after all, get the last laugh ... ■



PHILIPPE ALLIOT

Resilience is Philippe Alliot's greatest asset, and never more has it been tested than during the first six Grands Prix of the 1988 season. Since Brazil, where his Larrousse Calmels Lola LC88 broke its front suspension at the end of the main straight, the amiable Frenchman has endured a series of shunts that would demoralise any driver with less ability to bounce back.

At Monaco a misunderstanding with Riccardo Patrese on the approach to Mirabeau resulted in a tangle that pitched his car into the wall head on. The impact stretched his seat belts sufficiently for his helmet to touch the dashboard, and to split the carbon fibre monocoque.

In Mexico, exiting the flat-in-fifth 180 degree banked right-hander that leads on to the pit straight, suspected suspension failure threw him into a wild spin and a massive collision with the pit wall. The Lola then rolled to a halt, minus three of its four wheels having shed all but its engine.

Incredibly, Philippe not only crawled



out unharmed when onlookers feared for his safety; he still had the presence of mind to take his steering wheel with him as he walked across the track! Doesn't a series of accidents like that sap a driver's morale?

'We've had a bad run, that's for sure,' he admits with the smile that is never absent for long. 'And I have to say I have lost some of my confidence in the car.

You can't have the same faith in it, and I'm slowly trying to pick up my confidence in the car again.'

After Mexico his bruises weren't as uncomfortable to bear as the suspicion in some quarters that he had made a driving error; after all, he's crashed his Ligier at the very same corner late in qualifying for the 1986 race in which he went on to earn his first world championship point. Montreal, however, brought a degree of comfort — albeit in an unpleasant way — when team-mate Yannick Dalmas suffered a similar suspension failure and the root of it was traced to a breakage in the rear suspension's bottom wishbone where it mounts on the gearbox.

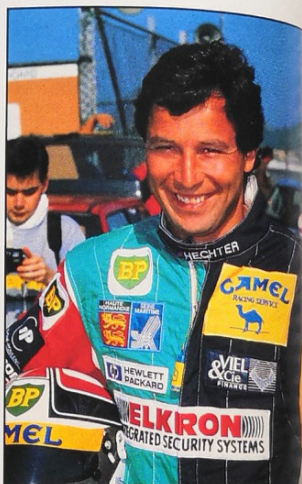
If Alliot, a veteran of 56 Grands Prix (up to and including the British) has been able to shrug off the accidents, they have taken their toll on the team.

'Our problems have been terrible, because they have meant we are always down to two cars. That means the mechanics spend their time rebuilding rather than modifying, and it has affected our testing. The nett result is

little testing.

'Despite that, I'm encouraged. The car is basically good, and so is the team. I hope we can now put all our troubles behind us, so we can begin to move further forwards over the remainder of the season.'

Since it came into Formula 1 in 1987, the Larrousse Calmels team run by former Renault and Ligier team manager and his



partner Didier Calmels, has matured steadily. Alliot, too, is a more complete driver than the man who so often damaged his RAM-Hart when he came into the formula in 1984. Prior to that he'd won the French Formula Renault championship before graduating for a three-year spell in Formula 3. Twice he raced in Monaco's prestigious Formula 3 supporting race, and twice he seemed set for victory. 'The race is 24 laps which means I did a total of 45 in Formula 3 round the Principality streets. The first time I hit a kerb and damaged a tyre valve three laps from the end, the second I was leading a lap before the end when Alain Ferté, my team-mate, barged past and beat me ...'

His RAM days in 1984 and 1985 earned him a wild reputation, especially when he and Martin Brundle collided in Detroit in 1985 when the Englishman was lapping him. A brief spell in Formula 3000 the following year served to boost his career. That in turn led to the Ligier drive, and he followed Larrousse when the latter set up his own outfit.

Australian designer Ralph Bellamy, who penned both the LC87 and LC88 Lola, before his dismissal earlier this year, is unequivocal in his praise for Alliot's prowess as a development driver. As he left the team after Rio he commented: 'The thing I'll miss most is working with Philippe and utilising his input in im-

CONFIDENTLY FORWARD IN 1988

proving the car. That, and his company. The guy is a gentleman.'

The loss of Bellamy has been compensated for with the arrival of Lola's Chris Murphy as development engineer, but it wasn't until the French Grand Prix at Paul Ricard in late June/early July that the first fruits of his labours were seen with suspension and undertray revisions. Alliot, however, remains confident about the future.

'We are a young team,' he advised in France. 'Don't forget we've only done 21 Grands Prix together.'

Despite its newness, the team was always on the pace in the Jim Clark and Colin Chapman Trophy categories in 1987, the Frenchman frequently taking pole position in his class and winning it in Belgium, Spain and Mexico, where Dalmas made his debut. The latter is the team's young lion, Alliot its experienced campaigner. In practise they have proved very well balanced and closely matched, and have a sound working relationship.

'He is very fast,' Alliot is quick to point out of his team-mate, 'but right now he needs more experience of setting up the car. He is good for me, though. The first person you have to beat is your team-mate, so we keep each other on our toes!'

With the learning experience of 1987 enhanced by those solid results, Larrousse Calmels has moved confidently forward in 1988.



'Last year we qualified between 20th and 26th at most of our races, which we regarded as satisfactory given our newness. Now, even with our problems we have been qualifying between 10th and 16th and running close to championship points in Monaco, Canada and Detroit. That is encouraging, especially as we have had so little chance to test and develop.

'Next year we will be better still, I'm confident. We will have much more

money and the use of the new Chrysler Lamborghini V12 engine, which I believe will be very good. I believe we will qualify between fifth and 10th, but I have to say being number one is something else! For that we will need a lot more money, experience and personnel, but I'm sure the team has the potential to do much better as it grows older.'

As he approached his 34th birthday on July 27th, Philippe Alliot faced his future with confidence, borne of trust in the Larrousse Calmels team and its ability to develop.

'You know, we get better every time we go out, whether testing or racing. The more miles we get under our belt, the more we learn about the car.'

'It's not that Yannick or I necessarily are driving any faster, more that we know more about the car, and can get more out of it as a result. And it's actually better to have a good feeling about it than to be very quick in something that isn't properly sorted.'

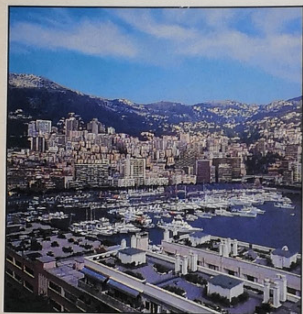
Next year, of course, he will remain a team member, but right now his immediate aim is to score championship points consistently. With North America and France — and the efforts of the Lola factory — helping to restore his faith in the LC88, he is confident his short-term aspirations will be realised. ■



LUKAS GORTS

MONACO

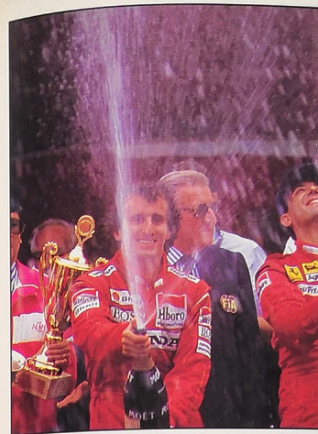
GRAND PRIX



Senna braked hard, locking up the front wheels in the hope that he could pull the McLaren away from the barrier at the last minute. But there was not enough time. His weekend's work was destroyed as surely as the metal barrier was certain to wreck the front suspension.



BY MAURICE HAMILTON



By the season's end, the passing of time and everyday traffic will have removed the pair of black tyre marks on Avenue Princesse Grace, but they will be burned onto Ayrton Senna's mind for ever. Particularly if he loses the championship by less than nine points.

Losing the Monaco Grand Prix was bad enough. Senna had the race in his pocket when, with 11 laps to go, the McLaren glanced the barrier on the inside of Portier corner. Whether this was due to a misjudgement or a deflating rear tyre, Senna could not say but he was painfully aware of the result. Faster than you can say 'nine points', the McLaren had been tossed across the road and into the barrier opposite. No amount of emergency braking by Senna could prevent the collision. And neither could he prevent Alain Prost from sailing by into the lead.

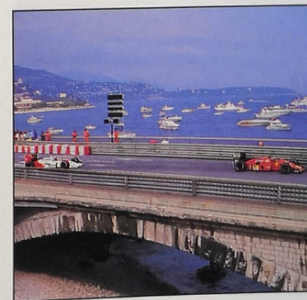
Until that moment, Ayrton Senna had totally dominated the Monaco Grand Prix, just as he had at Imola and would have done at Rio. It seemed inconceivable that Prost now had 24 points while Senna had only nine. Three races down, and the championship seemed to be slipping away from the Brazilian. His expression of cold disbelief as he stared at the wrecked McLaren said it all. There was never any doubt that a McLaren would win this race. At least, not until we had seen the list of times from the first qualifying session. First, Ayrton Senna; second, Alain Prost. Another myth destroyed just as surely as the McLaren-Hondas had dismantled the belief that they would be hamstrung by fuel consumption problems at Imola two weeks before.

The hope had been that the narrow, cramped confines of the Monte Carlo streets would play into the hands of the supposedly more agile non-turbo cars. But, in the end, horsepower had its say. Up the hill towards Casino Square;

through the tunnel towards the harbour, the Honda turbos left the rest struggling.

But, more than that, Ayrton Senna simply annihilated everyone through the corners. His performance during qualifying was simply breath-taking. On a track such as this, you can't attribute a 1.5 second margin over Prost to anything other than extrovert brilliance and stunning precision.

Senna was prepared to push himself and his car to the limit. Prost, by comparison, was more circumspect — and was happy to admit the fact. He said he was too old for heroics, in traffic, on a tight street circuit. 'I suppose it's only natural that Ayrton's got a little bit more



motivation at that stage in his career,' he said. 'When you've won 29 races you obviously can't be quite as committed as when you've won seven...'

At half-past three on Sunday afternoon, the race would be a different matter and a good start by Prost would wipe out Senna's qualifying performance at a stroke. On the green light, Prost seemed set to do just that. He made a perfect start and drew alongside Senna. Then he missed second gear — and the Ferrari of Gerhard Berger was through into second place. It was a disastrous state of affairs for Prost since he knew overtaking would be difficult.

'At this point,' said Prost, 'I knew I was really in trouble. Ayrton was obviously going to get away and the main priority for me was to try and finish second. If Senna was first and me third, that would have been a bad race for me. First and second would not be so bad because I just needed to keep building the points for the championship.'

Easier said than done. At the end of lap five, Prost attempted to get alongside the Ferrari as they reached the braking area at the end of the pit straight. Berger squeezed him out. Senna was now 7.5 seconds ahead.

Prost had another go at the end of lap 12. Same result. Senna was now 14 seconds ahead. He tried again on lap 20. Same result. Senna was 21.7 seconds ahead. Berger drove beautifully, refusing to relent to the pressure, but the battling duo allowed Nigel Mansell to catch them.

Mansell, as expected, had dominated the non-turbo division during practice but from day one he had not held high hopes for the race. In fact, he did not expect to finish since the now familiar problem of overheating on the Canon Williams-Judd had reared its head during practice. It was a similar story in the

race. As soon as Mansell came to within striking distance of Prost, the water temperature rose. After three laps, Mansell had no alternative but to drop back.

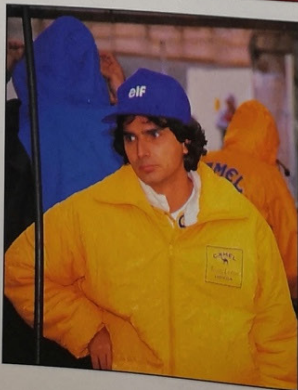
Waiting for him was the Ferrari of Michele Alboreto. The Englishman and the Italian ran in close company for three laps but Mansell seemed to have fourth place under control. On lap 33, as they skirted round the swimming pool, Mansell left plenty of room on the approach to the second chicane, a place where overtaking is rarely carried out.

But Alboreto, making a faster exit from the previous corner, decided to have a go. In fact, he got his front wheels alongside the rear of the Williams. And then Mansell turned into the corner. The two cars touched and Mansell spun backwards into the barrier. Alboreto continued unharmed. After the race, Alboreto would apologise profusely to Mansell.

Senna was now 28 seconds ahead of Berger and Prost. The Ferrari had better traction out of the chicane leading out onto the harbour-front and out of Ste. Devote, at the foot of the steep hill. Elsewhere, Prost felt the McLaren-Honda was the better car — not that it did him much good in the face of such



determined company. Time and again, he would dart from behind the Ferrari's rear wing only to have Berger position his car so that there was room — but not enough to allow Prost through. Throughout all of this, the McLaren was running perfectly even though the front of the car was covered in rubber and grease thrown up by the Ferrari. 'I kept watching the oil and water temperatures but they were okay,' said Prost. 'But I was a little bit worried about the brakes. You never know, the pedal can go wrong suddenly but Gerhard was not braking very late so I was not pushing very hard. But I was not prepared to take too many risks.'



On lap 48, it seemed Prost was not prepared to take any risks at all. He dropped back suddenly and the battle looked to be over. Senna was now 45 seconds ahead.

Lap 54, and Prost attacked with a swiftness and precision which caught Berger by surprise. Lap 55, and Alain Prost was with 23 laps to go.

On lap 57, Prost set the fastest lap and he sliced another two tenths off that next time around. The word got through to

checking that someone hadn't moved it by a couple of inches since his last lap.

When he pulled off his helmet and balaclava, he almost seemed to be in shock. After pausing for a few moments, he walked quickly away. The only good thing which could be said of this accident was that it occurred within a stone's throw of his apartment. He took the opportunity to retreat and contemplate the far-reaching effect of the shunt. Prost, as he passed the spot to take the lead, must have briefly registered similar thoughts. 'When I saw Ayrton had stopped (note the polite terms of reference here!) I was quite happy to finish first. It was a good thing for me to gain nine points, especially at this point of the season where Ayrton is very quick, pushing very hard at a time when I don't want to push too much. I am trying to stay quiet and get points and then see what happens in the second part of the season.'

The thought of Alain Prost, leading the championship with 24 points, really going motoring in the second half of the year must have caused Ayrton Senna as much discomfort as the sight of those skid marks arrowing into the barrier not far from his apartment.

THE REST

Ferrari

In view of the fact that the Ferraris were losing out in the horsepower race with Honda, third and fourth fastest in practice and second and third places in the race were as good as Gerhard Berger and Michele Alboreto could expect. Berger had a particularly busy practice, an electrical problem causing the Ferrari to coast to a halt in the tunnel. It was while being pushed to safety that Andrea de Cesaris drove into the back of Berger's car and it was only the swift reactions of the marshals as they leapt to safety which saved them from serious injury.

Arrows

Derek Warwick on superb form 'all weekend, throwing the USF&G Arrows around with confidence to take seventh place on the grid. Drove a faultless race, never lower than eighth despite fading brakes and an engine which threatened to seize towards the end. Deserved his second fourth place of the season. Eddie Cheever's race a brief one, retiring with an engine which refused to rev.

Tyrrell

Proof that Grand Prix racing is a black art. A test session at Croix-en-Ternois prior to Monaco led Tyrrell to the conclusion that the original short-wheel-base car would be the best bet for Monaco. It was only when a gearbox problem on Saturday morning forced Jonathan Palmer into the long wheel-

base spare car that he discovered this configuration was worth a couple of seconds a lap. Alas, there was not time to change Julian Bailey's car and he failed to qualify. Palmer, however, did an excellent job, qualifying 10th and not putting a wheel wrong to collect two points for fifth place.

Williams

It was hard to believe that Riccardo Patrese's sixth place was the first point to be awarded this season to the current world champions. Mansell showed his

infringement and a broken driveshaft in final qualifying.

Lotus

A weekend they would rather forget. Nakajima the only driver not to improve in the more favourable conditions on Saturday (the track had been drying on Thursday after torrential rain in the morning) and the Japanese driver did not qualify. Monaco not one of Piquet's favourite tracks but, even so, he expected to be higher than 11th on the grid. Paid the price by incurring damage



usual Monaco skill to qualify in fifth place and lead the normally aspirated division until his incident with Alboreto. Patrese, never far from the top six, was almost punted out of the race while lapping Alliot. After a pit stop for repairs, a dirty visor caused further delay but Patrese took sixth from Dalmás two laps from the end.

Zakspeed

Ghinzani's only claim to fame, apart from managing to qualify the Zakspeed, was the outrageous blocking of Palmer while being lapped. Schneider stumbled by times from his first qualifying session being excluded because of a technical

to the nose of the Lotus during the scramble into the first corner. Replacement impossible due to damage to the mounting points.

AGS

Streiff continued to turn a few heads by taking 12th place. A promising race was ruled out by a broken throttle cable just before the start.

March

Neither driver came to terms with the circuit although, for his first visit, Gugelmin showed great maturity and consistency before being halted by a recurrence of an electrical problem

which had cost him three places on the first lap. One of Capelli's frequent spins cost him the use of his favoured race car in final qualifying and a poor grid position. An early pit stop for repairs caused by hitting Caffi at the first corner cost time but he persevered despite being unable to feel anything with his right foot during the final 20 laps. Had to be helped from his car at the end.

Benetton
Nannini showed the Benetton-Ford to be capable of taking the normally aspired fight to Williams. Retired when the gearbox jammed in sixth. Another miserable practice for Boutsen and he never seemed to recover from a poor grid position thanks to a handling problem and then a puncture.

Osella
Qualifying was a pleasant surprise; actually finishing a race for the first time in over a year a major achievement at this circuit. The latest car now conforming to the regulations.

Rial
De Cesaris fined \$5,000 for the incident with Berger's Ferrari. The team then fined \$10,000 for changing a battery out on the circuit on Saturday. De Cesaris in 11th place when retired with low oil pressure.

Minardi
Sala as quick and skilful as Campos was slow and hesitant and deservedly a non-qualifier. Sala worked his way into tenth place, keeping pace with De Cesaris and Boutsen until the suspension failed.

Ligier
Somehow Johansson and Arnoux managed to qualify cars which were destined for the scrapheap! Johansson's brilliant start from the back row (16th at the end of lap one!) negated by an electrical problem after six laps. Arnoux started from the pit lane in the spare car but also retired with electrical trouble.

Lola
Alliot showed impressive speed, particularly in the wet practice sessions. After almost colliding with Prost while being lapped in the race, he did a proper job on Patrese, a well-intentioned decision to get out of the Williams driver's way coming when Patrese was already committed to using the same piece of track. Alliot wiped out the brakes against the wall and then suffered the nightmare of careering down the hill and into the wall of tyres at Mirabeau. Lucky to escape with no more than shock. Dalmass took most of practice to recover from a shunt on Thursday but produced an excellent drive in the race.

Coloni
Qualified but an early retirement.

Euro Brun
Modena excluded 20 minutes into the first practice session for not stopping as directed to have his car weighed. Larrauri qualified and ran strongly in 14th place before crashing.

Dallara
Caffi did an excellent job during qualifying but punted off at the first corner after a brush with Capelli.



DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	24
2	Gerhard Berger	14
3	Ayrton Senna	9
4	Nelson Piquet	8
5	Derek Warwick	6
6	Michele Alboreto	6
7	Thierry Boutsen	3
8	Jonathan Palmer	2
9	Alessandro Nannini	1
9	Satoru Nakajima	1
9	Riccardo Patrese	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren	33
2	Ferrari	20
3	Lotus	9
4	Arrows	6
5	Benetton	4
6	Tyrrell	2
7	Williams	1

1988 MONACO FORMULA ONE GRAND PRIX

LENGTH
3.328 km
2.068 miles



FASTEST LAPS

Driver	Time	Lap
Ayrton Senna	1m 26.321s	59
Alain Prost	1m 26.714s	57
Riccardo Patrese	1m 28.411s	75
Yannick Dalmas	1m 28.465s	74
Gerhard Berger	1m 28.899s	56
Michele Alboreto	1m 28.931s	36
Nigel Mansell	1m 28.975s	25
Derek Warwick	1m 29.618s	38
Ivan Capelli	1m 29.642s	25
Alessandro Nannini	1m 29.693s	13
Thierry Boutsen	1m 29.831s	62
Mauricio Gugelmin	1m 29.934s	32
Jonathan Palmer	1m 30.171s	34
Luis Sala	1m 30.226s	26
Andrea de Cesaris	1m 30.397s	21
Philippe Alliot	1m 30.749s	22
Nicola Larini	1m 31.635s	49
Eddie Cheever	1m 31.757s	7
Piercarlo Ghinzani	1m 32.308s	41
Oscar Larrauri	1m 32.320s	7
Rene Arnoux	1m 32.797s	8
Gabriele Tarquini	1m 33.570s	4
Stefan Johansson	1m 34.016s	5

JIM CLARK TROPHY

Pos	Driver	Total
1	Thierry Boutsen	21
2	Jonathan Palmer	9
3	Riccardo Patrese	7
4	Stefan Johansson	6
4	Alessandro Nannini	6
4	Yannick Dalmas	6
7	Philippe Streiff	4
8	Luis Sala	3
9	Ivan Capelli	2

COLIN CHAPMAN TROPHY

Pos	Team	Total
1	Benetton	27
2	Tyrrell	9
3	Williams	7
4 =	Lola	6
4 =	Ligier	6
6	AGS	4
7	Minardi	3
8	March	2

OFFICIAL STARTING GRID

A. PROST (1m 25.425s) McLaren-Honda MP4/4	(1) A. SENNA (1m 23.988s) McLaren-Honda MP4/4
M. ALBORETO (1m 27.297s) Ferrari F1/87/88C	(2) G. BERGER (1m 26.685s) Ferrari F1/87/88C
A. NANNINI (1m 27.869s) Benetton-Ford B188	(3) N. MANSELL (1m 27.665s) Williams-Judd FW12
R. PATRESE (1m 28.016s) Williams-Judd FW12	(4) D. WARWICK (1m 27.872s) Arrows-Megatron A108
J. PALMER (1m 28.358s) Tyrrell-Ford 017	(5) E. CHEEVER (1m 28.227s) Arrows-Megatron A108
P. STREIFF (1m 28.527s) AGS-Ford JH23	(6) N. PIQUET (1m 28.403s) Lotus-Honda 100T
M. GUGELMIN (1m 28.610s) March-Judd 881	(7) P. ALLIOT (1m 28.536s) Lola-Ford LC88
T. BOUTSEN (1m 28.640s) Benetton-Ford B188	(8) L. SALA (1m 28.625s) Minardi-Ford M188
O. LARRAURI (1m 29.093s) Euro-Brun Ford ER188	(9) A. CAFFI (1m 29.075s) Dallara-Ford F188
*R. ARNOUX (1m 29.480s) Ligier-Judd JS31	(10) A. DE CESARIS (1m 29.298s) Rial-Ford ARC1
I. CAPELLI (1m 29.603s) March-Judd 881	(11) Y. DALMAS (1m 29.601s) Lola-Ford LC88
G. TARQUINI (1m 30.252s) Coloni-Ford FC188	(12) P. GHINZANI (1m 30.121s) Zakspeed 881
S. JOHANSSON (1m 30.505s) Ligier-Judd JS31	(13) N. LARINI (1m 30.335s) Osella-Alfa Romeo FA1L

Did not start:

- 14 P. Streiff (throttle linkage broke before start)
- 2 S. Nakajima (Lotus-Honda 100T), 1m 30.611s, did not qualify
- 10 B. Schneider (Zakspeed 881), 1m 30.613s, did not qualify
- 23 A. Campos (Minardi-Ford M188), 1m 30.793s, did not qualify
- 4 J. Bailey (Tyrrell-Ford 017), 1m 30.816s, did not qualify
- 33 S. Modena (Euro-Brun-Ford ER188), disqualified for not stopping at weigh-in during free practice on Thursday morning.

RACE CLASSIFICATION AND RETIREMENTS AFTER 78 LAPS

Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/kmh)
1	Alain Prost	Fra	McLaren-Honda t/c V6	78	1h 57m 17.077s	(82.516/132.797)
2	Gerhard Berger	Aut	Ferrari t/c V6	78	1h 57m 37.530s	(82.276/132.412)
3	Michele Alboreto	Ita	Ferrari t/c V6	78	1h 57m 58.306s	(82.033/132.023)
4	Derek Warwick	GB	Arrows-Megatron t/c 4	77		
5	Jonathan Palmer	GB	Tyrrell-Ford V8	77		
6	Riccardo Patrese	Ita	Williams-Judd V8	77		
7	Yannick Dalmas	Fra	Lola-Ford V8	77		
8	Thierry Boutsen	Bel	Benetton-Ford V8	76		
9	Nicola Larini	Ita	Osella-Alfa Romeo t/c V8	75		
10	Ivan Capelli	Ita	March-Judd V8	72		
	Ayrton Senna	Bra	McLaren-Honda t/c V6	66	Accident	
	Philippe Alliot	Fra	Lola-Ford V8	50	Accident	
	Mauricio Gugelmin	Bra	March-Judd V8	45	Electrics	
	Piercarlo Ghinzani	Ita	Zakspeed t/c 4	43	Gearbox	
	Alessandro Nannini	Ita	Benetton-Ford V8	38	Gearbox	
	Luis Sala	Spa	Minardi-Ford V8	36	Suspension	
	Nigel Mansell	GB	Williams-Judd V8	32	Accident with Alboreto	
	Andrea de Cesaris	Ita	Rial-Ford V8	28	Oil Pressure	
	Rene Arnoux	Fra	Ligier-Judd V8	17	Electrics	
	Oscar Larrauri	Arg	Euro-Brun-Ford V8	14	Accident	
	Eddie Cheever	USA	Arrows-Megatron t/c 4	8	Electrics	
	Stefan Johansson	Swe	Ligier-Judd V8	6	Electrics	
	Gabriele Tarquini	Ita	Coloni-Ford V8	5	Suspension	
	Nelson Piquet	Bra	Lola-Honda t/c V6	1	Damaged nose wings	
	Alex Caffi	Ita	Dallara-Ford V8	0	Accident	
	Philippe Streiff	Fra	AGS-Ford V8	0	Throttle cable	

Fastest lap: Senna, on lap 59, 1m 26.321s, 86.242 mph/138.794 km/h (record).





Canon

SAN MARINO

GRAND PRIX



The utter dominance shown by Senna and Prost had publicly humiliated the Lotus designer, Gerard Ducarouge.



BY MAURICE HAMILTON



McLaren may have dominated proceedings in Brazil but the San Marino Grand Prix at Imola would be the acid test. This circuit, with its reputation for draining a car's fuel tank, would give the true value of McLaren and Honda's winter development. It would also determine just how successful the revised regulations had been. Would the Honda and Ferrari turbos, with their reduced fuel capacity, have enough steam to beat the normally aspirated teams such as Williams and Benetton? Would the racing be close?

Answer: Yes, the racing was superb. Unfortunately, it was for third place. Conclusion: Honda Marlboro McLaren would walk away with the championship if they kept this up. Ayrton Senna and Alain Prost not only took the first two places, they also lapped the entire field — including the Honda-powered Lotus of Nelson Piquet.

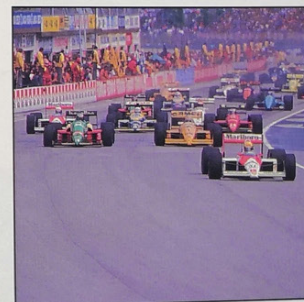
This was the rub. Had Lotus not been present, everyone would have cursed Honda for ruining the racing by giving McLaren such a powerful advantage. But Lotus had at their disposal exactly the same engine which McLaren were using to such obvious effect. Indeed Piquet, his pace dictated purely by the fuel consumption read-out, barely managed to keep the battling Williams and Benettons at bay.

Assuming that, as Honda say, all their engines are equal, then McLaren had built a superior chassis in which to install the Japanese turbo. The utter dominance shown by Senna and Prost had publicly humiliated the Lotus designer, Gerard Ducarouge. His expression of disbelief at the end of the race said it all. Not only had his car finished three miles behind the McLarens, Senna and Prost had recorded lap times in the race which were faster than anyone else had managed during qualifying. The season may have

been a mere two races old but, at this rate of going, the outlook was bleak for everyone but McLaren.

The writing began to form on the wall at the end of the first day's practice. Fastest: Alain Prost. Second: Ayrton Senna. But there were mitigating circumstances here. The weather, a mixture of grey clouds and occasional drizzle, made the first qualifying session something of a lottery as the track began to dry out rapidly towards the end of the session. But it was not quite dry enough for slick tyres.

The answer was to fit a fresh set of wet weather tyres in the final minutes and go for a time. McLaren, of course, had worked that out. One minute to go,



and Senna claimed pole. Thirty seconds to go, and Prost had dislodged the Brazilian. Senna tried to squeeze another lap in, but it was too late.

Saturday, the track was dry and the roles were reversed. Within ten minutes, Senna had claimed pole and then improved even further. Eight minutes later, Prost sliced over a second off that time. Twelve minutes after that, Senna found another half a second. Could Prost settle what was becoming a matter of honour within the team? Rene Arnoux was to deny us the answer to that question.

Charging into the chicane at the top of the circuit, Prost came across the Ligier driver, the sticky white labels on Arnoux's new tyres indicating that he had just left the pits. Alain looked at the inside line; Rene did not look in his mirrors. The resulting collision meant a walk back to the pits for Prost and pole position for Senna.

This in-house battle had left its mark on the list of times. Prost and Senna were nearly three seconds faster than anyone else — a massive margin and one which began to generate growing anxiety among their rivals, not to mention the passionate hoards packing the grandstand opposite the pits. Ferrari were not just being beaten, they were being trounced. Gerhard Berger managing a meagre fifth place. The tifosi were strangely silent. The same could not be said for the Ferrari motor-home as they examined the figures from the speed traps. They did not make good reading. On the approach to Tosa, Prost had reached 189.68 mph, Senna and Piquet 188. Berger had struggled to make 183. The story was even worse at the beginning of the pit straight as the cars accelerated away from the second-gear chicane. Senna crossed the start/finish line at 155 mph, Prost 154. Berger was 10 mph slower, beaten by four normally

aspirated cars. A total disaster for the home team. Was it handling? Was it a lack of grip? The Ferrari drivers said they were short of power. End of story. And you could tell they were in trouble when the cars appeared with tiny rear wings in a bid to gain extra straight-line speed. The trade-off was a loss of downforce, a couple of spins for Berger, and a loss of pace for the team which could not even match the impressive times set during testing at Imola.



Worse still, Berger had been beaten by the normally aspirated Benetton of Alessandro Nannini. Indeed, the Italian held third place until a few minutes from the end when Nelson Piquet regained the place — and a degree of self-respect for Lotus — by beating Nannini by nine-hundredths of a second.

If the turbo battle seemed to be a foregone conclusion, then at least we could look forward to a close contest in the normally aspirated division, not least because Nigel Mansell would start from 11th place. The Englishman had not been this far back for more than two and a half years. Indeed, it was the first time in 15 races that he had started anywhere other than the front row.

With Riccardo Patrese taking sixth place, there was clearly not that much wrong with the Williams-Judd. And when Mansell struggled to get to within half a second of that time, we expected a flow of criticism and complaints. We were to be surprised; pleasantly so.

'I can't tell you that the car feels terrible or anything like that,' said Mansell. 'It actually feels quite nice. I'm driving well — so I can't explain why I'm so slow. It's the best I could do.' As someone said, they had heard Nigel complain more when he had taken pole in the past.

Whatever the fault may have been, changes to the set-up of the Williams for race day proved effective. Mansell was third fastest during the morning warm-up. Suddenly the car felt better. Sud-



denly we knew we would have a race on our hands as Mansell made his way through the field. Which was just as well.

Topping the time sheets — yes, you've guessed, Prost and Senna, more than a second faster than anyone else. But could they maintain that pace and still have fuel remaining at the end of 60 laps? Lotus and the rest sincerely hoped not. Would Prost and Senna push each other into the danger zone? There were no team orders, each man planning to run the race as he saw fit. But which of the two — the canny Prost or the less conservative Senna — would win? Within two seconds of the start, we had the answer.

The first note of alarm had sounded when Prost took his place on the grid, the Honda stalling without warning. There was little time to effect a cure and, sure enough, when the McLaren driver completed the final parade lap and attempt to respond to the green light, the engine almost died. In the time it took Alain to coax it back to life, the first few rows had roared past and he was seventh. More to the point, Senna was first.

By lap eight, Prost was second, each overtaking manoeuvre having been a model of precision and efficiency. But

even so, this had cost him the use of more fuel than he would have liked at such an early stage. And Senna was already eight seconds down the road. 'I knew,' said Prost, 'that Ayrton would be very difficult to beat, even without my problems at the start. By the time I got past the guys in front, I had dropped too much time on Ayrton. Really, it was already lost at that point.'

That may have been the case in terms of winning the race but, fortunately for the capacity crowd, there was a superb battle going on for third place. The lap chart shows that Nelson Piquet held third from lap eight to the finish but the lap chart does not give any account of

the furious war raging around the Lotus. For a while, Piquet had things to himself while Nannini and Patrese discussed fourth place for the best part of 24 laps. An interesting battle this, Patrese enjoying a competitive placing for the first time in many races while Nannini was savouring the joys of a truly competitive car for the first time. And his inexperience showed.

Time and again the Benetton would make time-wasting attempts to pass the Williams when, clearly, there was no hope of Patrese allowing a way through. But you had to admire the 'racer' in Nannini and, eventually, his efforts paid off, Patrese relaxing a second too long and leaving the small opening for Nannini to dive inside and take fourth. Almost immediately, the Benetton driver had hauled himself onto Piquet's tail, the two cars banging wheels as they ran side by side through the corner at the end of the straight. But, in the end, Piquet relied on the turbo power to defend his place, an asset he would need a few laps later when dealing with a more effective attack from Mansell.

Driving a cool, well-judged race, Mansell had been biding his time, his pace largely dictated by the rise in engine temperature each time he ran in close company. Then, the Benetton drivers played into his hands. Nannini spun and Boutsen, never far from this cut and thrust battle, made a small error. Suddenly Mansell was fourth. And ahead lay Piquet, Mansell's old sparring partner.

Within three laps, Mansell was pressing the Lotus. A lap later and he had taken Piquet under braking at the bottom of the hill. This was more than the Brazilian could take and he powered back into third place half a lap later. Any hope of a continuing battle between these two ended not long afterwards when Mansell's engine began to cut out. This, in turn, began to affect the hydraulic suspension and Mansell was out. A similar problem for Patrese would mean another race without points for the world championship team of 1987.

And, around this time, the McLarens came into the picture again as they lapped the battle for third place! It was easy to forget the imperious progress of Senna and Prost as they made it look easy. In fact, they were racing hard, each driver eyeing the gap between them. The closest Prost got to Senna was 6.7 seconds. But Senna made better use of the traffic as he passed the mass of slower cars in a race notable for the low rate of retirements. Prost, proving rather more circumspect, had to be content with the fastest lap of the race just before he lapped Piquet.

As far as Lotus were concerned, every cloud has its silver lining. The public

humiliation of the World Champion meant he would have one lap less to complete and that, in turn, gave him an extra two and a half litres of fuel to play with. It allowed Piquet to pull clear of Boutsen's menacing Benetton and, for similar reasons Berger, never in the running, was able to turn up the boost and force his way past Nannini to take fifth place on the last lap. The crowd raised a half-hearted cheer. The Ferrari team reflected that it could have been worse. The crowd could have booed. It was as bad as that.



The following morning, the Italian magazine, 'Autosprint', carried a front page picture of Senna's Marlboro McLaren. Across the bottom of the page, in bold print, were the words 'a red and white warning'. On the evidence of McLaren's total domination of the San Marino Grand Prix, the warning was too late. If Prost and Senna kept this up, the championship was over almost before it had started.

THE REST

Lotus
Major revisions to the car appeared to be good enough to keep the Camel-sponsored team in contention. The race

performance of the McLarens changed those parameters completely. Piquet's race dictated totally by fuel consumption. Satoru Nakajima struggled in the mid-field all race and moved into eighth place without actually overtaking anyone of note.

Tyrrell
Dire handling problems called for radical attempts at a cure. The introduction of an eight-inch spacer between the engine and gearbox helped, but Jonathan Palmer spent the race strug-

gling near the back of the field. Grand Prix debut for Julian Bailey. The Englishman spun to the back of the field, made a pit stop to rectify a loose wheel and retired eventually with gearbox trouble.

Williams
Engine problems during testing meant revisions to Judd V8 in time for official practice at Imola. Patrese, by virtue of his better practice time, led the way during the race before dropping back from an energetic battle for fourth place. A broken exhaust led to problems with the suspension and a distant 13th at the finish. Mansell drove a beautifully

controlled race, moving into third place briefly before engine/suspension problems caused his second retirement in succession.

Zakspeed
Struggling with numerous problems, mainly related to the engine. Ghinzani, despite missing the free practice on Saturday morning, managed to qualify but retired at quarter distance with gearbox trouble. Schneider failed to qualify after a practice totally disrupted by engine problems.

AGS
An encouraging performance by the small French team, Streiff running in the top ten before electrical trouble intervened.

March
Progress during practice hampered by faults with items as diverse as voltage rectifiers and collapsing nose cones. Capelli made a good start, running in seventh place when the gearbox selected two ratios at once. Gugelmin, determined to finish a Grand Prix, brought his car home in 15th place despite struggling with high water temperature and fuel pick-up problems.

Arrows
Excellent qualifying run for Cheever but the American's race dictated by fuel consumption, tyre wear and fading brakes in the later stages. Warwick ran in the mid-field throughout the race, the handling of his car never satisfactory.

Benetton
Boutsenseemed to endure the problems of the entire team during practice. Things improved during the race but a broken exhaust prevented any thought of challenging Piquet's third place. Nannini on the normally aspirated pace all weekend, an energetic race being spoiled by a spin and, finally, cramp in his right foot.

Osella
Brought along a new car which did not pass scrutineering due to an infringement of the technical regulations on several counts.

Rial
A troubled weekend after the promise shown in Rio. De Cesaris crashed on Friday, forcing him to miss timed practice. Qualified on Saturday but a suspension pick-up failure on race morning meant hasty repairs and a start from the pit lane. Completed one slow lap.

Minardi
Sala and Campos ran near the back of the field, both drivers finishing — and without making pit stops for customary repairs.

Ligier
The French team in depths of despair when both drivers failed to qualify. Modifications to the rear suspension failed to make any notable improvement to radical cars which seemed destined for the scrapheap.

Ferrari
Not the anticipated threat. Drivers reckoned the V6 turbos were 50 bhp down on power when compared with the Honda. Berger never in the reckoning and scraped into fifth place on the last lap. Clutch trouble for Alboreto meant starting from the back of the grid. His climb to eighth place ended with turbo failure.

Lola
Off the normally aspirated pace and in need of a designer following the sudden departure of Ralph Bellamy. Running with the likes of Minardi and Coloni during the race, Alliot made a pit stop to attend to a punctured tyre.

Coloni
An impressive performance in both practice and the race. Broken throttle linkage cost Tarquini 14th place.

Euro Brun
Larrauri failed to qualify but Modena scraped onto the back row of the grid. Made an early pit stop to repair a damaged nose, returning later to attend to a spark-plug problem. Set respectable lap times before finally stopping with gearbox trouble.

Dallara
Practice spent sorting the impressive looking new car. retired from the back of the field with gearbox problems. ■

DRIVERS' WORLD CHAMPIONSHIP

Pos	Driver	Total
1	Alain Prost	15
2	Ayrton Senna	9
3 =	Nelson Piquet	8
3 =	Gerhard Berger	8
5 =	Thierry Boutsen	3
5 =	Derek Warwick	3
7	Michele Alboreto	2
8 =	Alessandro Nannini	1
8 =	Satoru Nakajima	1

CONSTRUCTORS' WORLD CHAMPIONSHIP

Pos	Team	Total
1	McLaren	24
2	Ferrari	10
3	Lotus	9
4	Benetton	4
5	Arrows	3

1988 SAN MARINO FORMULA ONE GRAND PRIX

LENGTH
5.040 km
3.132 miles



FASTEST LAPS

Driver	Time	Lap
Alain Prost	1m 29.685s	53
Ayrton Senna	1m 29.815s	56
Gerhard Berger	1m 31.394s	56
Michele Alboreto	1m 31.864s	50
Eddie Cheever	1m 32.017s	49
Alessandro Nannini	1m 32.034s	57
Thierry Boutsen	1m 32.317s	55
Nigel Mansell	1m 32.372s	35
Nelson Piquet	1m 32.414s	57
Riccardo Patrese	1m 32.758s	32
Philippe Alliot	1m 32.863s	56
Satoru Nakajima	1m 33.209s	58
Stefano Modena	1m 33.214s	49
Yannick Dalmas	1m 33.623s	56
Jonathan Palmer	1m 33.660s	54
Mauricio Gugelmin	1m 33.890s	55
Luis Sala	1m 34.014s	57
Derek Warwick	1m 34.056s	41
Philippe Streiff	1m 34.226s	41
Julian Bailey	1m 35.288s	48
Gabriele Tarquini	1m 35.395s	31
Adrian Campos	1m 35.708s	39
Piercarlo Ghinzani	1m 36.122s	14
Alex Caffi	1m 36.285s	17
Ivan Capelli	1m 37.842s	2

JIM CLARK TROPHY

Pos	Driver	Total
1	Thierry Boutsen	18
2 =	Stefan Johansson	6
2 =	Alessandro Nannini	6
4	Philippe Streiff	4
5	Luis Sala	3
6	Yannick Dalmas	2
7	Riccardo Patrese	1

COLIN CHAPMAN TROPHY

Pos	Team	Total
1	Benetton	24
2	Ligier	6
3	AGS	4
4	Minardi	3
5	Lola	2
6	Williams	1

OFFICIAL STARTING GRID

A. SENNA (1m 27.148s) McLaren-Honda MP4/4	(1)	A. PROST (1m 27.919s) McLaren-Honda MP4/4
N. PIQUET (1m 30.500s) Lotus-Honda 100T	(2)	A. NANNINI (1m 30.590s) Benetton-Ford B188
G. BERGER (1m 30.683s) Ferrari F1/87/88C	(3)	R. PATERSE (1m 30.952s) Williams-Judd FW12
E. CHEEVER (1m 31.300s) Arrows-Megatron A10B	(4)	T. BOUTSEN (1m 31.414s) Benetton-Ford B188
I. CAPELLI (1m 31.519s) March-Judd 881	(5)	** M. ALBORETO (1m 31.520s) Ferrari F1/87/88C
N. MANSELL (1m 31.635s) Williams-Judd FW12	(6)	S. NAKAJIMA (1m 31.647s) Lotus-Honda 100T
P. STREIFF (1m 32.013s) AGS-Ford JH23	(7)	D. WARWICK (1m 32.483s) Arrows-Megatron A10B
P. ALLIOT (1m 32.712s) Lola-Ford LC88	(8)	* A. DE CESARIS (1m 33.037s) Rial-Ford ARC1/01
G. TARQUINI (1m 33.236s) Coloni-Ford CF188	(9)	L. SALA (1m 33.239s) Minardi-Ford M188
Y. DALMAS (1m 33.374s) Lola-Ford LC88	(10)	M. GUGELMIN (1m 33.448s) March-Judd 881
J. BAILEY (1m 33.874s) Tyrrell-Ford 017	(11)	A. CAMPOS (1m 33.903s) Minardi-Ford M188
J. PALMER (1m 33.972s) Tyrrell-Ford 017	(12)	A. CAFFI (1m 34.204s) Dallara-Ford F188
P. GHINZANI (1m 34.567s) Zakspeed 881	(13)	S. MODENA (1m 34.782s) Euro Brun-Ford ER188

* Started from pit lane. ** Started from back of grid.

Did not start:
32 O. Larrauri (Euro Brun-Ford ER188), 1m 35.077s, failed to qualify
26 S. Johansson (Ligier-Judd JS31), 1m 35.654s, failed to qualify
25 R. Arnoux (Ligier-Judd JS31), 1m 36.123s, failed to qualify
10 B. Schneider (Zakspeed 881), 1m 36.218s, failed to qualify
21 N. Larini (Osella-Alfa Romeo F188), did not pass pre-practice scrutineering.

RACE CLASSIFICATION AND RETIREMENTS AFTER 60 LAPS

Pos	Driver	Nat	Car	Laps	Time/retirement	Speed (mph/km/h)
1	Ayrton Senna	Bra	McLaren-Honda	60	1h 32m 41.264s	121.635/195.754
2	Alain Prost	Fra	McLaren-Honda	60	1h 32m 43.598s	121.584/195.672
3	Nelson Piquet	Bra	Lotus-Honda	59		
4	Thierry Boutsen	Bel	Benetton-Ford	59		
5	Gerhard Berger	Aut	Ferrari	59		
6	Alessandro Nannini	Ita	Benetton-Ford	59		
7	Eddie Cheever	USA	Arrows-Megatron	59		
8	Satoru Nakajima	Jpn	Lotus-Honda	59		
9	Derek Warwick	GB	Arrows-Megatron	58		
10	Philippe Streiff	Fra	AGS-Ford	58		
11	Luis Sala	Spa	Minardi-Ford	58		
12	Yannick Dalmas	Fra	Lola-Ford	58		
13	Riccardo Patrese	Ita	Williams-Judd	58		
14	Jonathan Palmer	GB	Tyrrell-Ford	58		
15	Mauricio Gugelmin	Bra	March-Judd	58		
16	Adrian Campos	Spa	Minardi-Ford	57		
17	Philippe Alliot	Fra	Lola-Ford	57		
18	Michele Alboreto	Ita	Ferrari	54	Engine	
	Stefano Modena	Ita	Euro Brun-Ford	52	Running, not classified	
	Julian Bailey	GB	Tyrrell-Ford	48	Gearbox	
	Nigel Mansell	GB	Williams-Judd	42	Engine/electrics	
	Gabriele Tarquini	Ita	Coloni-Ford	40	Throttle cable	
	Alex Caffi	Ita	Dallara-Ford	38	Gearbox	
	Piercarlo Ghinzani	Ger	Zakspeed	36	Electrics	
	Ivan Capelli	Ita	March-Judd	2	Gearbox	
	Andrea de Cesaris	Ita	Rial-Ford	1	Chassis	

Fastest lap: Prost, on lap 53, 1m 29.685s, 125.708 mph/202.308 km/h.





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Bread & Circuses

The Patrese Formula



Bread and circuses, you will remember, was the patrician Roman's formula for what must be offered to the people to keep them happy: Bread, the staff of life, and circuses—those great spectacles of armed combat in the Colosseum and other arenas throughout the expanding Empire.

The formula fits Riccardo Patrese like a glove, not because he is in any way a common man—no-one willing to be strapped into a Grand Prix car for one race, never mind 166, could be so described—but because of the tastes that characterise this self-contained Italian. Asked to name his favourite food, the simple answer is 'Bread'. And Riccardo Patrese gave up studies in political science at the University of Padua, his native town in northern Italy, to pursue with single-minded determination a career that now makes him the most experienced driver in Formula 1. In other words, he too has been seduced by one particular circus and has spent his life not just watching men go round and round, as they used to do in chariots, but being one of those in the modern equivalent: a Grand Prix racing car.

Patrese is an ideal example of the racing driver precisely because of the pattern of his career. He made his way to the top by one of the standard routes: karting from the early Seventies, he was Italian champion in 1972, World Champion two years later and a member of the

European title-winning Italian team for two years. So into single-seater racing: 1975 saw Riccardo finish runner-up to Bruno Giacomelli, himself to become a Grand Prix driver for a brief period, in the national Formula Italia. Progressing to Formula 3 in 1976, Patrese in a Chevron was victorious five times, including the famous Monza Lotteria won by a host of famous names, and lifted not only his national title but the European crown as well.

This, clearly, was no ordinary driver. Beneath the simple tastes and the cultured mind lay a steely determination to make it to the top, the quality which is perhaps the only one common to all racing drivers: a deliberate self-centredness which we lesser mortals must take as an essential ingredient for the pursuit of this peculiar calling. In 1977, then, Riccardo was a step further up the ladder in Formula 2, still with Chevron—the beginnings, incidentally, of a career-long connection with and admiration for the British way of

running racing teams. But 1977 was to be more momentous yet, for at the age of 24 Patrese was asked to take over from the unproductive Renzo Zorzi in the cockpit of a Formula One car. 'The transition after just half a season in Formula 2 was not so hard,' he recalls. 'Certainly not as hard as some of the things

that lay ahead and about which I could not know at the time...'. Team-mate Patrese in those far-off days was one Alan Jones, then in only his second full season before his crucial move to Williams in 1978. The first time Patrese faced the heart-stopping tension of a Grand Prix start was in Monaco, a place which was to become pregnant with memories as his career developed. Ninth place was a creditable enough debut in the first of nine races for the ill-fated Shadow team. We might say, indeed, that the winter of 1977-78 was the first of several Shadows to fall across the apparently sunny landscapes that Riccardo Patrese's career prospects then presented, especially as he had scored a first World Championship point in the Japanese Grand Prix. A managerial split at Shadow saw most of the personnel split off to form the new Arrows team, but their first races were blighted by a copyright case over Tony Southgate's design for the first car, designated FA1—and deemed too close to the last model he had created while with Shadow. Ups and downs would be

the order of the day: what Riccardo recalls as 'a hell of a team' worked wonders to have a completely new car ready without missing a single race, and the Italian got on the podium for the first time with second place at Anderstorp in Sweden behind Niki Lauda's Brabham. Other minor placings ensued, but the biggest shadow of all fell that same year in September.

Of all places for tragedy to strike, Monza—Riccardo's home Grand Prix was chosen. The accident which killed popular Swedish Lotus driver Ronnie Peterson was blamed by many—including, most critically, his fellow drivers—on the young and allegedly headstrong Patrese. There followed a period of time when Patrese had to draw on his inner strength time and again. Suspended for the Watkins Glen race, Patrese was to endure a four-year wait for his name to be cleared. 'But the damage was done', he recalls, 'and I was stuck with the name of a dangerous driver and with the hostility of many people in the sport I had adopted.'

To make matters worse, those remaining Arrows years were largely unsuccessful—that is, until 1981, which started with a bang: pole position for the United States West Grand Prix at Long Beach, the first of only two in Riccardo's career. Forced to retire after leading the race, Patrese showed this was no flash in the pan by finishing second at Imola and third in Brazil. Was the early promise about to blossom and bear fruit? Sadly, another shadow out of Riccardo's control was waiting to fall. In a sport where timing is all, fortune has displayed a cruel disregard for the right moments to shine on Riccardo Patrese.

No sooner was the Monza ordeal over than the tyre wars in Formula 1 began in earnest: facing the renewed competition of Goodyear, Michelin had to drop some of the teams they supplied, and of course Arrows was one. Pirelli's replacements proved disastrously heavy to begin with, and the seeming surge in the team's fortunes ended almost at once.

Having already turned down an offer from Bernie Ecclestone at Brabham, Riccardo had been waiting for years for Ferrari to take him on board. 'Scratch an Italian', he smiles wryly, and 'he bleeds the colour of Ferrari...'. Interest from Maranello was declared as early as 1979, and the Italian in him longed for the chance to shine in one of the beloved scarlet cars.

Not to be: strung along from year to year, he finally abandoned the dream for the reality of Brabham, joining the British team in 1982. The next two years are the most typical in this topsy-turvy tale. The first of them brought Riccardo's first Grand Prix



victory—and Monaco was again the location, as it had been for his first Grand Prix five years before. Moreover, Brabham was now enjoying the benefits of the BMW turbo-charged engine that would power Patrese's team-mate Nelson Piquet to the World Championships—the first turbo title—the following year. Patrese actually finished the season with one point more than his illustrious team-mate, but in 1983



the clouds gathered anew. Once again, his native land was to prove catastrophic for the Patrese reputation. At the San Marino Grand Prix in Imola, he threw away a race-winning lead with one of those careless errors of judgement that have dogged his driving career—and this in front of Italian fans who in any case had little sympathy for one of their own who had elected

to drive for Bernie...

It mattered little that Patrese went on to support Piquet manfully in his title bid against the great Alain Prost, then with Renault, and that he scored his second win—and last to date—in the final race of the year in South Africa, protecting Piquet as the Brazilian cruised to glory again. 'We handed it to him on a plate', was the caustic Ecclestone comment as the parting of the ways with Brabham ensued: it was the beginning of a sharp turn-down in the Patrese fortunes that ended only with the good news at the end of 1987. Circuses? Not much fun, for the next four seasons, and a hard way of earning that daily bread...

'Euroracing', recalls Patrese now, 'was a sentimental mistake. Remember my disappointment over the Ferrari rejection; perhaps I persuaded myself to believe that an Italian team with an Italian engine (Alfa Romeo) needed only an Italian driver in the shape of Riccardo Patrese to bring success. A few points for Riccardo and team-mate Eddie Cheever—already known from those distant karting days in the early Seventies—in 1984 gave way to an entirely barren 1985, the only time Riccardo has failed to get his name on the World Championship table and without doubt the lowest ebb of the Patrese tide in terms of simple racing returns.

In purely personal terms, though, worse was to come as death cast its giant shadow over Riccardo's racing plans for the second time. Recruited by Brabham again in 1986, he had as team-mate his compatriot Elio de Angelis, the reserved but immensely popular Roman. Elio was killed in a testing accident at Paul Ricard, as result of which the French circuit was modified and its safety procedures radically overhauled. Patrese was deeply affected by this loss, all the more pointless, it seemed, for its loneliness and anonymity in the joyless surroundings of a test session. 'For the first time', says our subject, 'I lost the desire to race, which even in the worst moments of my teams' misfortunes had always remained strong within me.' Adding further misery, Gordon Murray's radical, flat BT55 accommodating the new BMW engine was what racing drivers are inclined to call a dog: it was unreliable and gave Patrese and stand-in team-mate Derek Warwick a miserably unproductive year. Sixth at Imola and Detroit was the best a struggling Patrese could do, and with the 1987 season and the BT56 offering just two finishes in the points, the biggest shadow of all—enforced retirement, or at least withdrawal into the twilight—seemed to be looming.

Then came an unexpected ray of sunshine. Among those convinced of Patrese's qualities, never enhanced by



the right machinery, was one Frank Williams, a fairly well-known team manager on the look-out for a replacement for the departing Nelson Piquet. Perhaps it was Riccardo's performance in the Lancia Martini in World Sportscar racing that lingered in the memory. He had, after all, scored three 1980 wins to help them to the world crown, won again at Watkins Glen, and triumphed at the testing Nurburgring and Silverstone circuits in 1982 to finish the season as runner-up in the Drivers' Championship. On his day, then, and with the right amount of response under his right foot, Riccardo Patrese was as quick as the next man and quicker than many. In 1984 and 1985, the authoritative publication 'Autocourse' had been tempted to write the Italian off; but in 1986 and 1987 he featured in its top ten drivers for the season despite the handicap of in different cars.

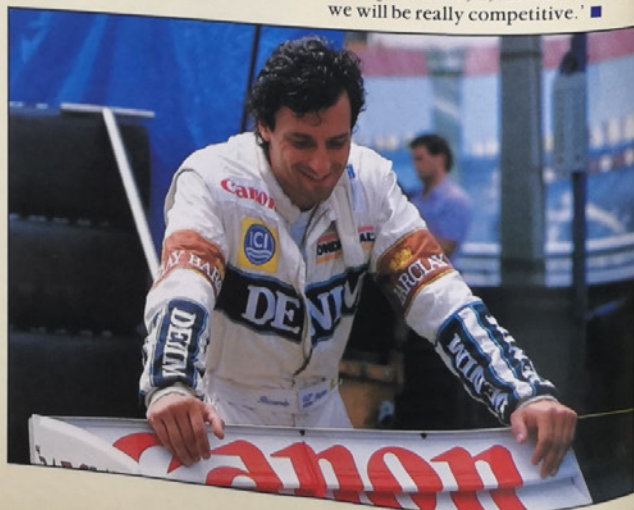
Frank Williams was sure enough of the Patrese style to go and fetch him for testing at Imola when Nigel Mansell could not appear; discussions concluded with the signing of a deal at the Spanish Grand Prix in September 1987. The transfer took place earlier, however: more charitable this time than in 1983, Bernie Ecclestone released Patrese in time to deputise for the injured Mansell at the last race of the season in Adelaide. He did well, running fourth before his retirement, and revelled in the powerband of the Honda engine, which ironically was making its last appearance at the business end of a Williams. We should not forget the changes this man has seen in 12 Grand Prix seasons: Patrese has tasted Ford-Cosworth power, switched to the awesome grunt of the BMW turbo in its unrestricted heyday, compare that with the Honda and is now coping manfully with the shortcomings of the Judd V8

normally-aspirated units that have been such a disappointment to the followers of Williams fortunes in 1988.

'With the regulations changing', comes the retort, 'I didn't expect the year to be very straightforward. But it is a pleasure to be working with such a group of professionals and I am sure we will be competitive in the near future.' Only one point at the time of writing, perhaps, but at least the relative failures of Williams have taken the glare of publicity that might have lit up Nigel Mansell and again cast shadows over Riccardo? The response is again considered: 'Being with Nigel is a great motivation. If I am faster than he is, the position will be very clear — and he was faster than

the supposed number one in the team the last two seasons. Our main problem this year is reliability. With a better finishing record, I feel I could have and by now we would have had some useful points. In the coming weeks we are going to be concentrating very hard on trying to make the car run the distance.'

With Renault V10 power units in the offering, the prospects for 1989 at Williams are very encouraging, but Patrese typically refuses to be drawn into a commitment on his own movements. If all goes well, at Adelaide this year he will equal the all-time record of 176 Grand Prix starts shared by Graham Hill and Jacques Laffite, but reverent talk of 'vast experience' is cast aside. The Patrese ambition is to win again, to taste success at the highest level while preserving the privacy that makes him one of the least-familiar drivers in the all-too-public world of Formula One. Even when not in a car or at a circuit, he still enjoys watching things go round and round: his hobby is collecting model trains, of which he has an outstanding and wide-ranging set reflecting the history of that similarly fascinating mode of transport. This simple formula has sustained Riccardo Patrese through 12 seasons of Grand Prix racing; his recent change of teams and his measured approach have done much to dispel the earlier shadows and put a regular smile on his face. No talk of retirement, either. The enduring pleasure of driving for its own sake — not just for the bread — is obvious in his closing words. 'My most enjoyable race has definitely been Imola. I had a really close race with the two Benetton before we ran into a few problems — and this gives me hope that in 1989 Grand Prix racing we will be really competitive.' ■



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THE FERRARI LEGEND

In February 1988, Enzo Ferrari celebrated his ninetieth birthday, still presiding over the racing team which he founded more than forty years ago. Shrewd, dynamic, inspirational... these are all words which have been used over the years to describe this remarkable personality whose racing cars have fulfilled a key role in the history of post-war motor racing.

Since the World Championship began in 1950, Ferrari's record is unique. The marque has contested more Grands Prix than any other (428), scored the greatest number of victories (93), set more fastest laps (103), claimed the largest total of World Championship Constructors' points (1566) and won a record of 8 Constructors' World Championships and 9 Drivers' titles (figures up to and including the Mexico Grand Prix 1988). The magic name of Ferrari has epitomised Grand Prix racing to generations of enthusiasts while in Italy the fortunes of the scarlet cars from Maranello are followed with the keenest national pride. Ferrari (with Lotus) remain the only Constructors who build road cars and are the only surviving team who manufacture engines, transmissions and chassis complete — in the true traditions of the early days of the sport.

LIFETIME COMMITMENT
Prior to establishing his own organisation, Enzo Ferrari had already achieved more than most men do in a lifetime. He raced successfully himself, ran what amounted to the Alfa Romeo factory team from 1929 to 1939 before fielding his first Grand Prix car in 1948. From that day onwards, Ferrari has never wavered in his commitment to international motor racing, his enthusiasm burning as brightly in 1988, with his present drivers Gerhard Berger and Michele Alboreto, as it did forty years ago when Nino Farina gave the first Ferrari 125 its initial shakedown run on the Valentino Park circuit in Turin, venue for the Italian Grand Prix. Ferrari's first Grand Prix victory fell to the Argentinian driver Froilan Gonzalez who symbolically defeated the Alfa Romeo team — Enzo Ferrari's former employers — in the 1951 British Grand Prix at Silverstone.

Over the years such fine drivers as Alberto Ascari, Juan Manuel Fangio, Mike Hawthorn, Phil Hill, John Surtees, Niki Lauda and Jody Scheckter have

sped to World Championship titles at the wheel of the scarlet cars adorned with the distinctive Prancing Horse insignia.

Since the early 1970's, Philip Morris, through its Marlboro cigarette brand, has been closely connected with many Ferrari drivers in the role of personal sponsor. Pioneer in this role was the Belgian driver Jacky Ickx in 1973, albeit at a time when the team's fortunes were at a low ebb. More successful in the following year were Marlboro drivers Niki Lauda and Clay Regazzoni when the team enjoyed an upsurge in fortune, winning three Grands Prix.

In 1975, Lauda became the first Ferrari driver to carry Marlboro identification all the way to the World Championship, a feat he subsequently repeated in 1977. Although Marlboro were not associated with Jody Scheckter's 1979 Championship onslaught, their colours were carried by his talented team-mate the late Gilles Villeneuve, one of the most exciting drivers to watch in the history of the sport.

Other Ferrari drivers to sport Marlboro identification have included Carlos Reutemann, Didier Pironi, Patrick Tambay, Mario Andretti, Rene Arnoux, Stefan Johansson, Gerhard Berger and Michele Alboreto — who in 1984 became the first Italian Ferrari driver for over a decade.

THE 1988 CHALLENGE

That arrangement has continued to this day. In 1988 Berger and Alboreto continue the battle for Championship honours, admittedly against strong opposition in the form of the Honda Marlboro McLaren team. At the recent Monaco Grand Prix, Berger fought a sensational battle with former twice World Champion Alain Prost for much of the race, eventually finishing second with team-mate Alboreto third.

This season Ferrari has taken advantage of the Formula 1 technical regulations which permit the use of last year's car design as long as it is now materially different. Thus the team is using a brand new chassis, designated F1/87-88C,

developed to a fresh pitch of aerodynamic efficiency in the computer-monitored Maranello wind tunnel. Power comes from the 90-degree twin turbo V6 engine conforming to the latest regulations for turbo engines, namely 150 litres fuel capacity (down from 195 litres last year) and 2.5-bar boost pressure (down from 4-bar in 1987).

Meanwhile, behind the scenes at Ferrari, the finishing touches are being put to a brand new naturally aspirated 3.5-litre V12 design which will take the team into a new era of Formula 1 at the start of 1989 when the use of turbo-charged engines will be prohibited.

Ironically, and to the polical consternation of Ferrari purists, the design of the latest Grand Prix Ferraris has been overseen by Englishman Dr Harvey Postlethwaite who came to Maranello in 1981 with a vast knowledge of the English school of Formula 1 chassis design. More recently Ferrari has appointed former Marlboro McLaren designer John Barnard as Technical Director to work from a British based studio on the design of the latest chassis. Since 1972 Ferrari has enjoyed the luxury of its own 1.86 mile test track at Fiorano which, since 1982, now has the racing workshops right alongside. This testing facility is highly complex with multiple photo-electric timing cells fed into a computer allowing the team detailed information for use in test development work and in setting up cars in preparation for various circuits. For the foreseeable future, Ferrari's Grand Prix team will remain committed to the FIA World Championship series, rising to the technical and personal challenges posed by changing regulations with all the tenacity and enthusiasm that has made the team such a focus of attention for so many decades.

THE FERRARI LEGEND



ENZO FERRARI'S CAREER

1898 — Born February 18th in Modena, Italy. Because of a terrible snow storm, the birth was only registered two days later. Thus his 'official' birthday is on February 20th.

1919 — Testing and race driver in Turin then with CNM Milano, first outing in Targa Florio.

1919-31 — Enters 47 races (five times the Targa Florio) 13 wins.

1920 — Joins Alfa Romeo for some 20 years. Driver, salesman and finally manager of Alfa Corse.

1929 — Foundation of the Scuderia Ferrari at Modena.

1933 — The Scuderia Ferrari takes over motor sports activities of Alfa Romeo.

1940 — Clash with Alfa Romeo. Ferrari faces a four year ban to build and race cars designed by himself.

1943 — Ferrari's works transferred from Modena to Maranello.

1946 — Foundation of Ferrari Automobili SPA.

1947 — First Ferrari racing car: Tipo 125 Sport.

1947 — May 11th, first race of Tipo 125 Sport at Piacenza.

1948 — First win in the Mille Miglia (Tipo 166 Sport — Biondetti Navone).

1948 — October 24th: first circuit win for a Ferrari car at Lake of Garda (Nino Farina).

1948 — September 5th: first outing of a Ferrari Formula A at the Italian Grand Prix, Turin (R Sommer 3rd).

1949 — First win at 24 Hours of Le Mans (Chinetti-Selsdon).

1951 — First win in a Grand Prix counting towards the new World Championship for Drivers at Silverstone, England (F Gonzalez).

1952 — First World Championship for Constructors' Title (Alberto Ascari, Ferrari 500 F2/4 cyl.).

1972 — Construction of the private test track at Fiorano.

1987 — 40th anniversary of Ferrari SPA.

1988 — 90th birthday of Enzo Ferrari.

1951	British GP German GP Italian GP Swiss GP	J Gonzalez A Ascari A Ascari P Taruffi
1952	Belgian GP French GP British GP German GP Dutch GP Italian GP World Champion	A Ascari A Ascari A Ascari A Ascari A Ascari A Ascari A Ascari
1953	Argentine GP Dutch GP Belgian GP French GP British GP German GP Swiss GP World Champion	A Ascari A Ascari A Ascari M Hawthorn A Ascari G Farina A Ascari A Ascari
1954	British GP Spanish GP Monaco GP Argentine GP	J Gonzalez M Hawthorn M Trintignant L Musso/J M Fangio
1955	Belgian GP French GP British GP World Champion	P Collins P Collins J M Fangio J M Fangio
1956	French GP British GP World Champion	M Hawthorn P Collins M Hawthorn
1958	French GP German GP Italian GP Dutch GP French GP British GP World Champion	T Brooks T Brooks P Hill W von Trips P Hill G Baghetti W von Trips P Hill P Hill
1959	Italian GP Dutch GP Belgian GP French GP British GP Italian GP World Champion	P Hill W von Trips P Hill G Baghetti W von Trips P Hill P Hill
1960		
1961		

FERRARI GRAND PRIX VICTORIES

Constructors' Championship Ferrari	
1963	German GP J Surtees
1964	German GP J Surtees
	Austrian GP L Bandini
	Italian GP J Surtees
	World Champion J Surtees

Constructors' Championship Ferrari	
1966	Belgian GP J Surtees
	Italian GP L Scarfiotti
1968	French GP J Ickx
1970	Austrian GP J Ickx
	Italian GP C Regazzoni
	Canadian GP J Ickx
	Mexican GP J Ickx
1971	South African GP M Andretti
	Dutch GP J Ickx
1972	German GP J Ickx
1974	Dutch GP N Lauda
	Spanish GP C Regazzoni
1975	Monaco GP N Lauda
	Belgian GP N Lauda
	Swedish GP N Lauda
	French GP N Lauda
	Italian GP C Regazzoni
	USA GP N Lauda
	World Champion N Lauda

Constructors' Championship Ferrari	
1976	Brazilian GP N Lauda
	South African GP N Lauda
	USA GP C Regazzoni
	N Lauda
	Belgian GP N Lauda
	Monaco GP N Lauda
	British GP N Lauda

Constructors' Championship Ferrari		
1977	Brazilian GP	C Reutemann
	South African GP	N Lauda
	German GP	N Lauda
	Dutch GP	N Lauda
	World Champion	N Lauda

Constructors' Championship Ferrari		
1978	Brazilian GP	C Reutemann
	USA (West) GP	C Reutemann
	British GP	C Reutemann
	USA (East) GP	C Reutemann
	Canadian GP	G Villeneuve
1979	South African GP	G Villeneuve
	USA (West) GP	G Villeneuve
	Belgian GP	J Scheckter
	Monaco GP	J Scheckter
	Italian GP	J Scheckter
	USA (East) GP	G Villeneuve
	World Champion	J Scheckter

Constructors' Championship Ferrari		
1981	Monaco GP	G Villeneuve
	Spanish GP	G Villeneuve
1982	San Marino GP	D Pironi
	German GP	P Tambay
	Dutch GP	D Pironi

Constructors' Championship Ferrari		
1983	San Marino GP	P Tambay
	Canadian GP	R Arnoux
	German GP	R Arnoux
	Dutch GP	R Arnoux

Constructors' Championship Ferrari		
1984	Belgian GP	M Alboreto
1985	Canadian GP	M Alboreto
	Germany GP	M Alboreto
1987	Japanese GP	G Berger
	Australian GP	G Berger

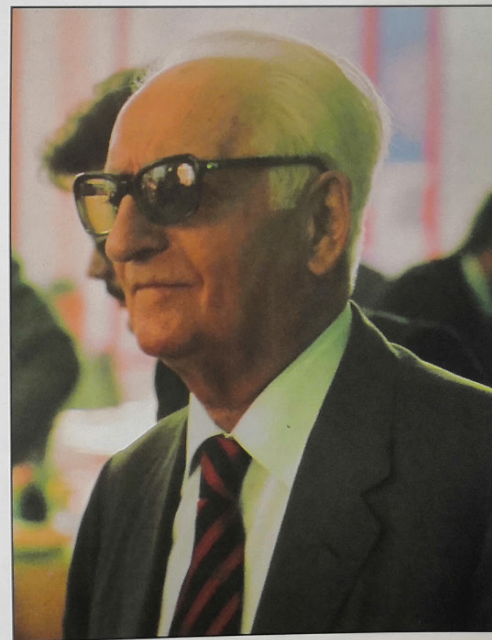
Gerhard Berger and Michele Alboreto



Lauda won Ferrari's first World Championship in 1975



Enzo Ferrari who celebrated his ninetieth birthday in February 1988



THE FERRARI LEGEND

THE FERRARI LEGEND

Two months and gave him time for reflection. 'In fact it was probably the most positive thing that ever happened to me, because it pulled me into management,' he was to say. 'During that period I managed the company as opposed to participating in the engineering side. I suppose the accident allowed me to break free of that for the rest of my life.' After running Brabham cars for two years, the Rondel team built its own cars for the 1973 season. Among the drivers recruited were Graham Hill, Carlos

Twenty-two years ago, a young New Zealand driver proudly drew up to the line for the start of the 1966 Monaco Grand Prix. His name was Bruce McLaren, and the car he was driving was the first single-seater to bear his own name. Bruce McLaren himself is gone, killed in a tragic accident while testing at Goodwood in May 1970. But since that time, his name has come to be associated with the best and most successful racing cars in the Grand Prix world.

Today, the man who carries on the McLaren tradition is Ron Dennis, Managing Director of Marlboro-McLaren International. When the first McLaren-Ford F1 car raced at Monaco, Dennis was still an 18 year old apprentice, starting out on the road that would lead to the world championship.

Today, Marlboro-McLaren employs 150 people in its working (Surrey) factory, where Dennis and his designers work on their Formula 1 projects. This year they have a new partner in Honda, the Japanese company whose turbo engines helped Williams to its many successes of 1986 and 1987. The 1988 season is the first year in Marlboro-McLaren's long-term contract with Honda.

Ron admits that he got caught up in the racing business almost by accident. Born in Surrey, he left school and took a job with a garage business near the famous pre-war Brooklands track at Byfleet. As the result of a take-over, the garage was soon to become 'home' to the Cooper racing team, and the teenager went racing as a mechanic on the late Jochen Rindt's Cooper-Maserati. At the end of 1967, Rindt transferred to the Brabham team. Dennis went with him. In the following two years he learned not only about car preparation but also about the business side of Formula 1 racing. At the beginning of 1971, in partnership with a friend who had worked on the Brabham Indy-car team, he set up Rondel Racing to go racing in Formula 2.

A serious car accident in the early summer of 1972 put him in hospital for



Reutemann and Bob Wollek, and right from the start Dennis insisted on smart turnout and sparkling appearance. The company was already working on a Formula 1 project when the 1973 oil crisis intervened, forcing the backers to cancel their plans.

However, various sponsors (including Marlboro, from as early as 1974) were impressed with the high standards set by Dennis. Racing car builders, too, saw the advantage of engaging him to run their Formula 2 teams, and for seven years Ron Dennis's Project Three and Project Four teams were front-runners in Formula 2 and, later in Formula 3.

Their drivers included future stars like Eddie Cheever and Stefan Johansson. Inevitably, a move up to Grand Prix racing was on Dennis' mind. In 1979 he engaged the promising Indy-car designer, London born, John Barnard, to start work on a Formula 1 car which was among the first to rely on a new material, carbon fibre, for its chassis construction. The Marlboro-McLaren team was going through a difficult period in Grand Prix racing at the time, and at the end of 1980 it decided to merge the interests of McLaren Racing and Project Four. A new company, Marlboro-McLaren International, was

created, with Barnard's new Cosworth/Ford-powered MP4 design being readied for racing at the beginning of 1981.

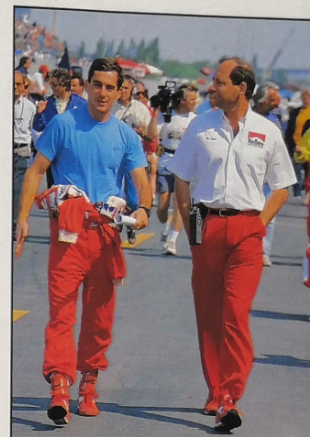
The successes of the new company are well known. The British driver John Watson took the new team's first success when he won the British Grand Prix at Silverstone in 1981. In 1982, Austria's Niki Lauda was tempted out of retirement by Dennis' plans to commission a turbo engine from Porsche, and in 1984 Lauda drove the Marlboro-McLaren-TAG Turbo to win his third world title. The 1984 results achieved by Lauda and Frenchman Alain Prost, who had also joined the team, added up to 12 victories from 16 races. Prost won the 1985 title and followed it up with a second in 1986: it was the first time since the championship was instituted in 1950 that one team had provided three world champions with winning cars in successive years.

Prost's hopes of maintaining his team's unbroken record of success into 1987 started well, with victories in two of the first three races of the season. A series of mechanical problems then struck the team, and it was not until August that Prost was to win again. His championship hopes had faded away before the end of the season.

Although John Barnard left the company in 1986 to join Ferrari, Dennis has recruited a new group of experienced engineers, who work under the leadership of ex-Brabham chief designer Gordon Murray. Dennis never fails to pay tribute to his staff for the company's successes, and they in turn acknowledge the close interest and inspiration of their employer which keeps them motivated never to relax on their laurels.

Modest and publicity-shy, Ron Dennis lives within a few minutes' drive of his company's new factory at Woking, sharing an immaculate but comfortable home with Lisa, his American born wife. They have an infant daughter, Charlotte, and expect a further addition to their family later in 1988.

Although he has many interests, there is



LUKAS GORTS

little time in which Ron Dennis can indulge them. His collection of cars includes a custom-built Porsche 911, and whenever possible he likes to find a few days each year to go skiing.

AN INTERVIEW WITH RON DENNIS

Q: WHAT ARE THE SECRETS OF THE HONDA-MARLBORO-McLAREN TEAM'S SUCCESSES SO FAR IN 1988?

A: There are dozens, maybe hundreds, of things which contribute to a team's success. Without giving away too much, I would say that the important things are (1) to minimise the risks, and (2) to maximise performance. Also, I would mention that Alain Prost and Ayrton Senna are the best two drivers in Formula 1 racing at the moment.



Q: MOST OF THE PRESS HAS OBSERVED THAT THE MARLBORO-McLAREN-HONDA MP4/4 LOOKS FAIRLY CONVENTIONAL. IN FACT, THOUGH, THE GEARBOX DESIGN IS QUITE ADVANCED, AND THE DRIVING POSITION IS WELL LAID-OUT. DID YOU HAVE ANY RESERVATIONS ABOUT TAKING STEPS INTO THESE COMPARATIVELY UNKNOWN AREAS?

A: First of all, the design parameters weren't any concern of mine, although I was obviously interested in how the car would turn out. The project was run by Steve Nichols and coordinated by Gordon Murray. In the areas of innovation, there was nothing adventurous. Nevertheless, those two areas you have picked on are the two where we would only have had limited time to make any corrections if there had been a problem. So it's just as well that the engineers did their homework right and that those two elements of the car have performed very well.

Q: WHILE WE KNOW THAT IT IS A McCLAREN TRADITION TO BEAT THE LAST MINUTE, WAS IT A SURPRISE WHEN YOU WON IN RIO?

A: Perhaps 'surprise' is not the right word, because even by our own standards we — and I mean the whole factory — were working very hard. We didn't have time to think about the competitiveness of it, we were just doing the best we could. However, although after the [first] Imola test there was obviously cause for optimism, it was a very short-lived feeling because we still had a mammoth amount of work to do to get three cars to Brazil. So I would say the result of Brazil didn't take on any meaningful proportions until we'd got over our tiredness, which wasn't until about two days after the race had finished in Rio.

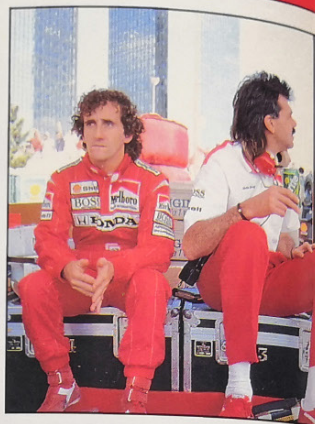
Q: WITH LESS THAN HALF OF THE SEASON GONE, YOU'RE WELL AHEAD OF ALL THE OPPOSITION. IS THERE ANY DANGER IN FORMULA ONE OF A TEAM BECOMING TOO SUCCESSFUL?

A: I can only speak for the Honda-Marlboro-McLaren team. But in circumstances like this year, there is a danger of becoming too complacent. We have made one or two mistakes this year which can be put down to complacency. Probably the biggest threat to our organisation is not from the outside, it's from the inside. I think that companies that are fortunate enough to be able to be consistent in the performance tend to become not only a little complacent, so the real danger is an implosion, as opposed to an explosion. I'm very conscious of that: motivating people can be very difficult. And coordinating people in a success situation becomes extremely important if you're not to lose the momentum that comes with success.

Q: INSPITE OF YOUR MANY DENIALS, SPECULATION PERISTS THAT HONDA HAS ACQUIRED A LARGE SHAREHOLDING IN YOUR COMPANY. CAN YOU THINK OF ANY REASON WHY SUCH STORIES CONTINUE?

A: I think the speculation comes from the fact that although we don't have any contractual obligation to do so, we chose this year, out of courtesy to

Honda, to call the team 'Honda-Marlboro-McLaren'. And that was because it doesn't matter to us and it matters a lot to Honda. So if it matters a lot to Honda, it was an early way of saying 'Thank you for being our partner'. Meanwhile, I would repeat what I have said to the comparatively few journalists who have had the courtesy



to ask me about these reports, and that is that there has never been any question of Honda having an equity involvement in the company. The matter hasn't even been discussed between us.

Q: UNLIKE SOME OTHER TEAMS, IN THE PAST YOU HAVE BEEN SUCCESSFUL IN CONTROLLING THE COMPETITIVE INSTINCTS OF YOUR DRIVERS. WILL HONDA-MARLBORO-MCLAREN MAKE ANY ATTEMPT TO CONTROL ALAIN AND AYTTON DURING RACES?

A: Not at all. As two drivers they are as compatible today, after half a dozen races, as any of our drivers have ever been. Right from the beginning, they have worked together well in a racing environment. It is a technical 'pool' concept, where everybody contributes, and the only place where they act as individuals is in the race itself and in their attempts to qualify. Alain has already gone on record with his statement that having already won a couple of world championships and perhaps proved himself to some extent, he's not about to try to outqualify Ayrton. So they're going to race, and the only time the team will step in is if they race in a manner that is detrimental to the results insofar as Honda-Marlboro-McLaren is concerned. And until that happens there's no orders, they can get on and fight.

Q: WHO ARE YOUR MAIN SPONSORS THIS YEAR?

A: Our Principal sponsor this year is Marlboro. After that comes, Shell and then there are a range of supporting sponsors: Boss, the German tailoring company; and a new sponsor this year, Showa, the Japanese company which provides our shock absorbers. Then we have product relationships with other companies which don't necessarily give us money, but which reduce our overheads. On top of that, of course, we have a very special partnership with Honda, which as I mentioned is reflected in identity on the car.

Q: SPONSORS ALWAYS SEEM RELUCTANT TO QUANTIFY WHAT THEY'RE GETTING OUT OF RACING. BUT YOU'RE SELLING SPONSORSHIP TO THESE COMPANIES: SO WHAT IS IT THAT YOU SEE YOUR SPONSORS GETTING OUT OF MOTOR RACING? HAVE ANY OF THEM TRIED TO QUANTIFY IT IN TERMS OF SALES?

A: Well, first of all I think the word 'sponsorship' is wrong. I don't think it's an appropriate word because the level of investment that various companies make means that it does have to be perceived as an investment, as opposed to the literal meaning of 'sponsorship'. Having said that, each investor (or sponsor, if that word makes it easier for people to understand) is more than aware of what he's trying to achieve, and it is different from sponsor to sponsor. I certainly can't speak on the subject for any of the companies that support us, I can only give you my opinion, but for someone like Philip Morris it's a matter of increasing or maintaining market share, as any consumer-orientated product company does. There's also the matter of increasing the corporate awareness of the company. If you then look at a company like Boss, there are a certain image-related benefits. Formula 1 is the



FORMULA 1 WILL BECOME TOO EXPENSIVE? HAVE WE REACHED THAT POINT YET?

A: Yes, there is a danger. It certainly is very expensive. But while numbers are certainly very large now, I don't think we've reached the point yet. There's a great emphasis on fulfilling the objectives of a company such as ours, which is to win races. There's a need to win in order to continue the media interest which obviously has the spin-off interest for the investors.

I think that the rate of spending is very much dictated by the status quo. If the top team was only spending £1,000, then I think you'd find all the teams underneath spending less. It's a question of how much a team would generate.

Q: SO MCLAREN INTERNATIONAL IS SETTING THE PACE...

A: I wouldn't know. We're just doing what we think is necessary to win.

Q: HAVE YOU EVER HAD A SPONSOR, ER, INVESTOR, WHO TRIED TO QUANTIFY WHAT HE WAS GETTING OUT OF FORMULA 1?

A: I believe that all of them have tried, but it wouldn't be very professional on their part to make the world aware of how successful they've been, because that would strengthen our negotiating position! ■

premier discipline in motorsport, and ours is the only genuine world championship, so I believe that the ensuing image that is created by Formula 1 can have meaningful benefits for a corporation's product positioning. In a company such as Shell or Goodyear, they may be limited in the number of areas where they can demonstrate their technology, so Formula 1 is a very good platform for them to portray the abilities of their companies from a technical standpoint.

When it comes to quantification of the effectiveness of the investment, I'm not qualified to make comment. All I would say is that those sponsors who continue to invest in Formula 1 must feel they are getting tangible benefit, otherwise they would discontinue their relationship.

Q: IS THERE ANY DANGER THAT



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